

Obviously, those regions will finally fall into oblivion, and be passed up by industry in favour of other cities in Canada and North America in general to which planes have easier access.

Why? Because industry relies increasingly on air transportation and tends to locate in areas served by airports. The same is true of tourists traveling by air, who will first visit areas immediately surrounding airports.

The establishment of industries in the vicinity of airports should be encouraged because the use of the land for building airports and contiguous industrial parks is highly practical from a physical, social and economic point of view.

The integration of a well-planned and well-organized industrial area close to an airport can in the long run be most beneficial to the area by solving some difficult zoning problems and allowing compatible uses of the land close to the airport.

Mr. Speaker, this House knows that businessmen rely increasingly on air transportation because of the time-saving element and because of its readiness in serving remote centres.

Airplanes travel faster and faster and the industrial empire of a corporation may expand in proportion provided its plants are located in the vicinity of an airport and if possible a regional airport.

In an area as vast as the Gaspé region, a regional airport should be established, such as the one which will be established in New Brunswick, as well as "subregional" and intermediary airports, in order to provide an adequate air transport service around this peninsula.

In his motion the hon. member for Saint John-Lancaster mentions the establishment of a regional airport in New Brunswick. I wish to inform the House through you, Mr. Speaker, that if Parliament acts on this request, the Gaspé area is part of a vast region bounded in the north by the Gulf of St. Lawrence, in the south by the Fredericton-Moncton-Charlottetown axis. These two limits which converge toward the Montreal-Quebec complex are two much frequented air corridors.

The survey requested by the hon. member on air transportation and a new regional airport in New Brunswick should also cover the whole airlines network in eastern Canada.

It is necessary to make a survey of the airlines' system on a regional basis, and to group all the needs of an area such as that of Fredericton, but that unit must be fitted into the present structure, as built on the axes I have just mentioned.

That is why I congratulate the new member for having moved this motion.

[English]

**Mr. Louis-Roland Comeau (South Western Nova):** Mr. Speaker, I note that other hon. members wish to say a few words and therefore I shall not be very long. I commend the hon. member for Saint John-Lancaster (Mr.

#### *Suggested New Brunswick Airport Complex*

Bell) for introducing this motion. I know he is interested in proper transportation facilities for New Brunswick. As was explained earlier, this motion was placed on the order paper last year but was not discussed because the hon. member felt that the report on air policy, made public a few months ago, probably served his purpose. Since that report was not complete inasmuch as it did not deal with the subject raised by the hon. member's motion, the hon. member felt that this question ought to be discussed.

**Mr. Bell:** The report dealt with it a bit, so to speak.

**Mr. Comeau:** The hon. member informs me that the report did deal somewhat with the subject matter of his motion.

**Mr. Bell:** But not exclusively.

**Mr. Comeau:** But not exclusively, as the hon. member says. The whole problem is that all kinds of studies have been made concerning Atlantic transportation policies. Prior to my coming here—and I have been here for three years—many such studies were made, but none of them have been to the satisfaction of the general public in the Atlantic provinces. The motion deals with transportation policies for air carriers, particularly in the Atlantic provinces. The hon. member specifically mentioned New Brunswick, but this is the type of study that should be carried out once and for all draw up an effective transportation policy for the Atlantic provinces.

● (5:20 p.m.)

Since I have been here questions have been asked and representations made by the Atlantic provinces transportation committee, boards of trade of various cities and towns, and many organizations. As a matter of fact, there is no transportation policy for any region in this country. The air transportation policies which we now have only satisfy the main centres of this country. They do not take into consideration regions such as the Atlantic provinces, northern Ontario and some parts of western Canada. There is no effective, sound transportation policy for Canada.

Approximately six months ago I asked the Minister of Transport (Mr. Jamieson) when a regional transportation policy might be established. For two years I have been trying to determine the policy with regard to air transportation, particularly for the maritime provinces. The minister stated that we do not have a regional air policy. He said that if someone makes an application, it is looked at and ruled upon. This is not the way to run air transportation in this country. It is all the more reason for accepting this type of motion which calls for an investigation into and establishment of an air transportation policy for the Atlantic provinces, particularly New Brunswick.

The hon. member for Saint John-Lancaster stated that some of the recommendations contained in the report released a few weeks ago, are somewhat pessimistic. I