

international airport, capable of handling a tremendous amount of traffic, which is only partly utilized at the present time. I hope the government will not only allow Canadian Pacific to undertake profitable runs such as the run between Montreal and Halifax, but that it will consider requiring the company to take on, at the same time, some of the Newfoundland services as well, thus sharing the responsibility in eastern Canada as many people wish they would do. It would not be a case of enjoying only the cream of the business.

• (10:10 p.m.)

**Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport):** I am sure the hon. member will recall that the then minister of transport announced last spring a formula effective immediately which would grant C.P.A. additional transcontinental routes between Vancouver and Toronto-Montreal. The general aircraft shortage is such that C.P.A. will not be in a position to take up its franchise until some time next year. The general situation with regard to availability of aircraft has not appreciably changed. Therefore the question of additional services by the company becomes more or less academic, although the situation of course may change in the not too distant future.

The provisions of the Aeronautics Act make it possible for any carrier, including C.P.A., to apply for additional routes at any time and the application would be dealt with on its merits in terms of the economic need and economic justification by the air transport committee of the Canadian Transport Commission. Of course the hon. member for Halifax (Mr. McCleave) will be aware of the fact that basic considerations in dealing with applications of this sort are the volume of traffic available to sustain new service, and whether new service would put existing services into an uneconomic or more uneconomic position.

Service to the maritimes hitherto has been lower in density than elsewhere in Canada and a relevant question would be, therefore, whether volume of traffic could sustain competitive service. This would be a matter for determination for the air transport committee of the Canadian Transport Commission. A further relevant factor which would require consideration is whether, in the event there is enough traffic to sustain competition, the competition should be provided by C.P.A. or by regional carriers who have already developed service in the Atlantic provinces and

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who have legitimate aspirations for expansion. It would be for the commission to determine whether the traffic volume is sufficient to sustain competition, but it is quite obvious that when this stage is reached in the first instance there would not be room for competition with existing services by both C.P.A. and regional carriers.

Now, if C.P.A. were given the nod, a fledgling maritime industry for which the hon. member should have a consuming interest could be effectively killed. Finally, there are added to this provisions under the Aeronautics Act by which these matters can be brought forward by airline initiative for consideration by the commission at any time.

CANADIAN CONFEDERATION—SUGGESTED SURVEY TO ASCERTAIN QUEBEC OPINION

**Mr. Barry Mather (New Westminster):** Mr. Speaker, last week on orders of the day I attempted to raise a question which had reference to the subject of Canadian unity. The question was not accepted at that time, or at least I did not secure an answer to it. I gave notice that I would like to raise it during this period.

As I recall the wording of my question I asked whether in view of the widespread concern about Canadian unity at this time and the lack of actual firm knowledge about the sentiments of the majority of the people of Quebec in this regard, could consideration be given to taking the pulse of the people of Quebec by holding a public opinion poll concerning the matters which they thought should be involved in the question of national unity.

Since that time two members of the house gave us the benefit of their opinions on this subject. I should like to quote from a report of a recent speech given by the leader of the New Democratic party in Quebec, Mr. Robert Cliche. What he had to say is what I had in mind in respect of this issue. He said:

Some people speak more and more about constitutional changes but those who would be called on to bring about this revolution,—

That is, the ordinary people of Quebec.

—to participate in it, know nothing about it. They preoccupy themselves very little with the various opinions, harnessed as they are to their daily problems and the economic battle.

In the interval between the time I raised the original question and tonight I have had time to give further thought to the general proposition I attempted to put forward. I would now like to boost briefly the scope of