

*Supply—Transport*

Always with 1967 and the World Fair in mind, I agree with my colleague, the hon. member for Sherbrooke (Mr. Allard), that the Sherbrooke airport should be used as ancillary to that of Montreal. But I add that the Trois-Rivières airport, with its 6,000-foot runway—which should be immediately extended to 10,000 feet—where the city has erected an air terminal—one of the most original in the country, let it be said without bragging—will also be called upon to render great services next year.

One can see the importance of a secondary airport such as that of Trois-Rivières by considering the following figures:

His flying school certifies an average of 35 new pilots each year. Last year, visiting airplanes only made 3,920 landing on the Trois-Rivières landing strip, and the local pilots, including student pilots, made 7,425 landings. In the records of the flying club are entered the names of 1,080 visiting pilots. This is impressive, and I think I should thank Air Canada, on behalf of the population of Trois-Rivières, for having realized the tremendous possibilities of the central region of Quebec and for providing us with a scheduled service twice a day to Montreal or Quebec City, to connect with long distance flights. I should only suggest that Air Canada might return to the former route which provided a better connection with the Montreal-New York, Montreal-Toronto and Montreal-Ottawa runs.

Mr. Chairman, we are modest people in Trois-Rivières; nevertheless, we like to claim that our basic industry is the production of top men.

I should like to note that the president of the Canadian Trucking Association, Mr. George Gouin, is precisely a citizen of Trois-Rivières and that he is experienced in every phase of trucking in Canada.

On January 12 last, speaking to the Manitoba Division of the Canadian Industrial Traffic Association, he gave a most important address from which I should like to read two or three excerpts. I quote:

We are affected by regulating policies of the federal government governing our industry and other parts of the transport industry.

We are adversely affected by the federal government's policies with regard to subsidies.

A little further, Mr. George Gouin insisted on another crucial problem of the trucking industry in Canada. He said:

At the present time, jurisdiction on trucking operations is shared by the federal and provincial

governments. Under existing federal legislation, the extraprovincial regulations are administered by provincial boards without any co-ordination or even uniformity. That system leaves much to be desired as far as extraprovincial trucking operators are concerned.

Mr. Chairman, when you realize the importance of transport facilities for the development of the country, when you think of the huge sums of money that the federal government allocated for the development of railway lines and roads in this country, as well as the beneficial results of such measures for Western Canada, for instance, you cannot but come to the conclusion that the government should study in a constructive way the problems of the truckers in this country.

And I borrow my conclusion from the president of the Canadian Trucking Association, saying:

The year 1966 will register a catastrophe in the Canadian trucking history, the results of which will damage for years to come the national transport services, or it will be a turning point towards a national new and more sensible transportation policy.

Our friends from out west have much to tell us about railway transport: I can only approach the subject with great hesitation. I thought it was a local problem but I realize that the problem of the Canadian Pacific exists right across the country. Almost too much has been said about this in the last three years. I shall not blame my western friends for talking about it.

On the contrary, allow me to pass a small remark. In my region and in the province, when the Canadian Pacific decided to remove trains on economic grounds and to reduce its personnel or cut service for a year or two, it gave so deficient a service that passengers became disgusted and stopped using the railroads as much as they could, thus giving a very strong argument to those who wanted to economize to the detriment of the travelling public.

I should like to allow myself one last remark. I refer to airfields. I would ask the Minister of Transport to tell the house whether his department has a definite and consistent policy on private flying, clubs in particular. I doubt it. It is a field I have studied and in which I am interested. That is where you find aviation fanatics, who are usually found at the origin of all progressive initiatives.

I suggest that the minister should inaugurate an annual conference with the officials of bona fide private and sports associations in