

Victoria and comes back to Victoria at night so that people up island have to stay in Victoria overnight and go back the following morning.

● (2142)

As I have said, there is some danger that between now and election day a promise will be made that an order will go out to the Canadian Transport Commission to continue this service at least through the summer months. If that happens, I think that by now the Canadian public will be aware that it is an election promise and will look at it for what it is worth.

One other matter that could well become an election promise—because the Minister of Transport has been reminded of it often enough within the last three or four weeks or months—is the provision of radar at Victoria International Airport. I remember when I raised this question that I spoke of the incident which really prompted the question. It was on January 21, 1977, and I made a note about seeing an aircraft go by the port windows as we made a swift bank to starboard. I looked into the matter and found out what had happened.

There are a few statistics here which I think are worth putting on the record to indicate the place of Victoria International Airport among other airports across Canada. I will give the rank of these airports according to the traffic using the airport. I will be happy to see this information on the record.

In fifth rank is Vancouver International Airport. In 1977 there were 235,825 flights in and out of the airport. Edmonton is eighth in rank with 231,060. Calgary is ninth, with 208,170. Victoria is thirteenth with 178,707. Then I will mention two important and interesting ones. Number 16 is Dorval International with 159,361, as compared with Victoria which has 178,707 flights. I have a funny feeling in the pit of my stomach that there is radar at the Dorval International Airport but there is not at Victoria. I would like to bet that there is not a member in the House who could guess where Mirabel ranks on the list of airports used. It is forty-seventh, with 50,447 flights a year.

An hon. Member: That is not so.

Mr. Munro (Esquimalt-Saanich): Mais si. This is the report here.

An hon. Member: Which year?

Mr. Munro (Esquimalt-Saanich): Gander is fifty-fifth in rank with 36,686 flights. I have a reason for making this selection. I suspect that Edmonton and Calgary both have radar. I do not know for sure, but I suspect they do because I am always being told that the traffic coming into Victoria is being directed from Vancouver. What about Dorval and Mirabel? Are hon. members going to suggest that only Dorval or only Mirabel has radar? Mirabel needs it to bring aircraft in from overseas, I agree, but does it control the traffic to Dorval as well?

I would like to mention why I have picked Gander as No. 55 with only 36,686 flights, about 3,000 a month. The old radar

that was taken out of Vancouver airport was hurriedly put on a train and shipped out to Gander so that there could not be a movement afoot in Victoria to have it shipped 80 miles across the water and mounted at Victoria International Airport.

The figures I mentioned are impressive and I do not need to repeat them. They will appear in tomorrow's *Hansard* and they can be checked and rechecked against the statistics put out in the annual report of aircraft movements by Transport Canada. It is simple and straightforward.

I warn everybody that if a promise is made between now and election day that radar will be placed in Victoria International Airport, we will all be grateful but we will know why it is being done.

Mr. Cyril Symes (Sault Ste. Marie): Mr. Speaker, I welcome the opportunity to say a few words in this special debate on transportation because those of us who live in northern Ontario have suffered from the inadequacy of every national transportation policy that this Liberal government has designed.

I have made speeches in the past outlining the concerns of those of us in the north about the need for a rational transportation policy. I do not have time to go into that again this evening, but I would like to reiterate our concern that if we allow the present Minister of Transport (Mr. Lang) to implement fully his concept of profit oriented and user-pay modes of transport to override the concept of service, then in areas of sparse population, such as northern Ontario and elsewhere in Canada, we will suffer because we just do not have the population or the usage on the various modes of transport to make them always pay their own way. Surely if we are serious about national unity, service at times must come before profit.

We in northern Ontario know what it is to have discriminatory freight rates, how this has inhibited the development of secondary manufacturing in our part of the province and how it has perpetuated the export of resources because it is always cheaper to ship out the nickel, the iron ore or the pulp and paper than to have them processed, developed and manufactured in northern Ontario. Until we solve the transportation freight rate problem, we are not going to solve the problem of unemployment. Only by developing manufacturing industry will we be able to provide jobs for young people living in northern Ontario.

I do not want to go into details on that aspect because I have talked about it in the past. What I would like to focus on is some discriminatory policies of this government as they affect my constituency of Sault Ste. Marie. We have witnessed over the past decade or so, as I have said, discrimination in terms of the freight rate policy on rail, lack of air service and bad highways and roads. But recently, under the present Minister of Transport, we have suffered another blow, in fact two blows, the first being the ending of the passenger rail service between Sault Ste. Marie and Sudbury in the name of economy. This government, which subsidized passenger rail service, decided that it could save some money by ending that subsidy, and therefore the CTC was allowed to let CPR discontinue