

Proceedings on Adjournment Motion

the Canadian people. They have done this to the extent that those who originally supported the concept of the Company of Young Canadians now have grave second thoughts. What was conceived in idealism to help the less fortunate has been twisted and frustrated by a group of cynical reactionaries, dropouts who are so full of self pity, pessimism and cynicism that they are not able to help others.

Hon. members ought to remember that Canadian taxpayers support the Company of Young Canadians. Many of our older citizens, many fathers of families, will find it hard to understand why their hard earned tax dollar supports a group which engages in the activities I have spoken of.

The Company of Young Canadians was created to help the underprivileged, unfortunate, illiterate and poor. Many of the company's members are carrying out its objects, though at present many more of its members are not interested in doing so. I urge the government to introduce reforms rapidly, before it is too late. Basic to any reform ought to be change of personnel. I see no future for the company so long as Mr. DePoe and others like him continue to play a leading role. It will not exist for long. The company has a great purpose and it does not deserve to be mutilated, as it has been. Of course in a free society one cannot object to the type of speech Mr. DePoe makes; but he should not make it as an agent or employee of a crown company, one that is supported by Canadian taxpayers.

Mr. John R. Matheson (Parliamentary Secretary to Prime Minister): Mr. Speaker, I am informed by the Company of Young Canadians as follows:

Mr. DePoe was personally invited by a student group to inaugurate the "Hyde Park" program of speakers at McGill University. He accepted their invitation and spoke about student participation in the management of the university. He was speaking as a Canadian citizen and as a young person concerned with education. When Mr. DePoe criticized the administration of McGill University he was not speaking on behalf of the company.

May I repeat that the foregoing is the reply given to me by the Company of Young Canadians. I wish to thank the hon. member for bringing this important matter to the attention of the house. I can assure him that his comments, so carefully prepared, will be brought to the personal attention of the Prime Minister.

[Mr. Allmand.]

**AIR TRANSPORT—SERVICE TO ATLANTIC AREA
BY CANADIAN PACIFIC AIRLINES**

Mr. Robert McCleave (Halifax): If a person should decide to travel by air from St. John's to Ottawa, as many of my colleagues in parliament do, that person would, after leaving St. John's, have to land at Gander, then at Stephenville, then at Sydney, then at Halifax, then at Moncton or Saint John, then at Montreal, and finally at Ottawa. This adds up to seven landings for a flight from the capital of Newfoundland to the capital of Canada.

When I placed these various points on the map this afternoon, indicating them by dots, I found I had drawn an exact outline of the big dipper, so I call this run "the big dipper run"—an understandable term because whenever the plane comes to an airport it dips down and lands.

A few days ago I asked the Minister of Transport (Mr. Hellyer), fresh in his new position, whether he or the government would not look again at the policy which precludes Canadian Pacific Airlines from serving Atlantic Canada. The minister was prepared to reply, I believe, or at least to indicate some kind of answer, but was unable to do so at that time. I believe his parliamentary secretary is here tonight, and may give an answer.

I do not quarrel with the service which Air Canada provides Atlantic Canada but I do suggest there is some virtue in competition, because I do not think any competitive airline would take too long to solve a problem which involves people making seven stops while travelling what is in modern terms the relatively short distance between St. John's, Newfoundland, and the capital city of this country.

Air travel, as we know, is on the increase. I asked a question earlier this year in an attempt to ascertain the figures. These are printed in Hansard of January 9 at pages 11518 and 11519 and they show that in 1956 on an average 5,664 Canadians were in the air daily. Five years later that number had increased to 10,120 and in the first three quarters of 1966, again five years later, the daily average was 15,234. Thus the numbers travelling have increased by approximately 5,000 every five years or, to put it another way, by approximately 1,000 a year. So there is much more air travel by people of this country and consequently, I would suggest, more business by which Air Canada, Canadian Pacific and other airlines as well could profit.

We have in Halifax, or about 25 miles from that city, one of the world's great airports, an