

ment being accepted, the cash advance system would be destroyed, but on that occasion he said in the committee:

—I believe that the same effect would hold true, because the words "of any kind" did not appear in the previous act...

Cash advance legislation has been on the statute books since 1957. The words "of any kind" did not appear in the original act. Now, the minister says, and we are supposed to believe him, that we should use the working he suggests. Excuse me, Mr. Speaker, I see it is five o'clock.

PROCEEDINGS ON ADJOURNMENT MOTION

SUBJECT MATTER OF QUESTIONS TO BE DEBATED

Mr. Speaker: Order. It is my duty, pursuant to Standing Order 40, to inform the House that the questions to be raised tonight at the time of adjournment are as follows: the hon. member for Hillsborough (Mr. Macquarrie)—External Affairs—Solution for problem of refugees from East Pakistan now in India; the hon. member for Winnipeg North (Mr. Orlikow)—Unemployment—Effectiveness of Manitoba deficit financing program in decreasing unemployment—Suggested consultation; the hon. member for Halifax-East Hants (Mr. McCleave)—The Budget—Request for consideration of circumstances of elderly retired people.

PRIVATE MEMBERS' MOTIONS

AIRPORTS

SUGGESTED CONSTRUCTION OF NEW REGIONAL COMPLEX FOR NEW BRUNSWICK

Mr. Thomas M. Bell (Saint-John-Lancaster) moved:

That, in the opinion of this House, the government should consider the advisability of giving immediate consideration to investigating, surveying, planning and constructing a new regional airport complex in New Brunswick which would take into account new transportation patterns and provide (a) national and international jumbo jet facility, (b) transit for export and import air freight (c) a link with the new containerization services at Saint John and (d) for the full development of the agricultural and fisheries potential of the entire Province.

● (5:00 p.m.)

He said: I will be brief in introducing this motion, Mr. Speaker. Last year it had moved into position for debate but I avoided moving it because we were waiting for a report on air transport in the Atlantic provinces and we also thought there was a chance that the regional air policy of this government might be clarified. Since then we have the report referred to. It is inconclusive, to say the least, and as everybody in the House knows, regional air policy is still indefinite.

I make no bones about raising this matter even though it is of a local and regional nature. There is no other avenue for bringing it forward. It is not a matter that could be tackled by a committee of the House. It is not

Suggested New Brunswick Airport Complex

like Montreal and Toronto: when they want an airport, the government jumps. The question involves many divided responsibilities at different levels and sections of government.

I hope the motion will provoke discussion, and not only in the narrow context of the resolution which advocates a regional airport for southern New Brunswick. Incidentally, Mr. Speaker, no location is mentioned. I hope it will also provoke discussion on the matter of regional air carrier policy which, because it has drifted, is causing serious deterioration in all airports of Atlantic Canada.

I shall deal briefly with the problem and the history, and my proposal to help solve it. Saint John airport, which is my main consideration, has a very difficult weather problem for four months of the year, as everyone knows, which diminishes its usefulness. I feel it should be tied into a southern New Brunswick proposition. Air Canada has been involved in the service there for many years and would be able to provide a much better service. Other regional carriers, such as Eastern Provincial, could be included. I have no complaint with Air Canada's past record of service, but due to their unsettled policy and the fact that we are moving into larger planes and all the other problems, the service has seriously deteriorated. Each year is bringing a further reduction in service to Fredericton and Moncton as well as to Saint John.

The history of the Saint John airport is interesting. It was not taken over by the federal government until about three years ago. We always hoped that by remaining independent we could fit into the Canadian Pacific or some other route that would have shown us consideration such as we have with rail and sea, but that was not to be. The next event of significance was the Atlantic Provinces Air Transportation Study—APATS—of 1969. This report was released just a few months ago.

I quarrel with two of the propositions in this report which, incidentally, advocated that the New Brunswick airports of Moncton, Saint John and Fredericton remain as they are. I quarrel with the report that deals with the mileage, the service and the time taken between the various cities. I do not agree with the proposition that if there were a central airport, even though passengers would increase threefold there would not be three times better service. It is stated that there probably would not be any more flights out of the central airport because Air Canada might use larger planes. If there is any merit in this proposition, Air Canada should be jumping up and down with glee. These are two weak spots in the report. If we hoped for a broad, bold move into the future, this report is most pessimistic.

Recently, Mr. Baldwin, president, and Mr. Pratte, chairman of the board of Air Canada have made public statements. In Saint John, Mr. Baldwin promised that Air Canada would participate in a survey of that city to determine the future of Air Canada. We welcome this but feel that not only Air Canada should be included. I have confidence in John Baldwin—he had a good record as Deputy Minister of Transport—and I feel that in the profit and loss statement of Air Canada the almighty dollar might not be his main consideration. Mr. Pratte