

should be operated on a greater scale seems to me a policy that shows a lack of realism on the part of its proponents.

● (2030)

[English]

I should like to deal briefly with one aspect of transportation that touches my constituency in northern New Brunswick, and suggest to the minister that he consider the possibility of a local service as well as a service from northern New Brunswick to Montreal, and connections from there to western Canada, the United States and Europe. In my view northern New Brunswick at the present time could have a local air service. By this I mean a service which operates within the maritime provinces. We are not served as well as we could be between northern New Brunswick and Montreal. I believe this is due to the fact that there was never a rational plan for the development of airports; instead they were developed through ad hoc policies. I see the hon. member for Halifax (Mr. Stanfield) is incensed by the fact that some decisions were ad hoc. The fact is that in 1939 an air force base was built in Chatham. The government and the public had to recognize that as a fact, but Chatham was not the geographic centre to serve northern New Brunswick. It is one of the reasons why airports were not located where they could serve all northern New Brunswick, and another airport was built at Charlo.

I have been a member of the Standing Committee on Transport and Communications for many years, as the hon. member for Regina-Lake Centre (Mr. Benjamin) should know, and I intend to sit on it again before too long. The hon. member would do well to study the geography of the country and find out exactly where different communities are if he wants to be an expert on transportation.

Northern New Brunswick is not being as well served as it should. It is now being served by Eastern Provincial Airways with a jet service which goes Montreal-Charlo-Chatham and back to Montreal, six days a week, with only one flight per day each way—no morning or evening service. One reason the flight goes in the middle of the day is because at that time the Eastern Provincial Airways jet is not busy on more profitable routes. Because the airline has convinced the Canadian Transport Commission that this route should be eligible for subsidy, there has been no incentive to provide the kind of service that would pay for itself. There has been no encouragement to rationalize a system whereby there would be more frequent service and, at the same time as having the jet service to Montreal, have service to other points.

It seems to me that this is an example of where a subsidy given to a transportation service does not necessarily provide the most efficient and most complete service. In my view, if there were a system whereby the carrier—in this case EPA is the only one that has the possibility of providing the service—I would ask the minister to invite the Canadian Transport Commission to look at the situation and convince EPA that if they receive the subsidy they should provide the local air service to northern New Brunswick as well as to Montreal. By doing that they would improve access to Montreal.

### *Transportation Policies*

I have suggested to the minister on earlier occasions that an airline should provide a service from Charlo-Bathurst to points south, Moncton and Fredericton, and that the passengers who travel from northern New Brunswick to Montreal be flown from Moncton or Fredericton by jet to Montreal. This would give better frequency—probably three flights a day—for the people who go to Toronto or Montreal on business and whose time is precious. They could leave northern New Brunswick in the morning and be back home in the evening. As things stand, now they have to stay overnight in Montreal or Toronto. That entails a cost and, as hon. members know, staying overnight in Montreal can entail things other than cost.

**Some hon. Members:** Oh, oh!

**Mr. Breau:** Those who noticed what I said probably know what I am talking about. In my view this would be a better service because it would provide us with a local air service as well.

Until last October another company, Atlantic Central Airlines, was providing service from Bathurst to Fredericton. It applied to the Canadian Transport Commission to expand the service to Charlo and to Moncton. It would have provided three flights a day Charlo-Bathurst-Fredericton and two flights Charlo-Bathurst-Moncton. Unfortunately the commission sat on the application with the idea that it would only be decided when they had public hearings in the maritimes in 1976. It took them until December to make a decision, although the application had been made in March by Atlantic Central Airlines. In the meantime the airline had to halt the service because it was not economical. I am told that if they had received the other routes they could have made it pay. The airline now tells us that despite the fact they received a licence to fly Charlo to the north and Moncton to the south, it would not be possible for them to start again, because if they only have the local service they cannot make it pay while EPA continues the jet flight Montreal-Charlo-Chatham.

In view of the fact that the taxpayer is investing in this service I think we should insist upon maximum efficiency and maximum service. If Eastern Provincial Airways is to continue receiving the subsidy, they should combine with Atlantic Central Airlines, if they can still get in business and if not, EPA should provide a local air service themselves.

As I explained earlier, they could make such a service economic if they would take passengers from northern New Brunswick with more frequent flights—two or three flights per day, in the morning and evening—and fly them to Montreal from Fredericton or from Moncton. For the passenger from Charlo in the north and for the passenger from Bathurst it would mean only one hour extra travelling time. However, in return for the cost he would have the benefit of more flights, and the benefit of a local air service which he does not now have. He could use it to go to Fredericton or Halifax, although why in the world anyone would want to fly to Halifax from northern New Brunswick escapes me. I suppose if one has business in Halifax one must go. One could return home the same day.