

—to create an adequate atmosphere in which the airline industry of Canada can continue to develop—

But when the minister is requested to enlarge an airport or to create a new service in a particular region, and I would offer my own constituency as an example, when the tourist industry is to be developed and the Minister of Transport is requested to take the first steps for an airport expansion, he contents himself with political speeches and in fact nothing is done for the development of a region. This applies to all regions of Canada.

Further on, we are again told by the minister, and I wonder what the NDP had to complain about this morning in this field—

An hon. Member: They are always complaining!

Mr. Caouette (Charlevoix): And I will say as my hon. friend did, they always complain. The NDP members are telling us about nationalization whereas all the examples they give us are private companies. There again I would emphasize that, according to the minister's speech, the government does not want small companies to hope they will progress or grow and compete with the two major companies. If this isn't state control as advocated by the New Democratic Party, I wonder what the minister means by that.

Yet we speak of highly subsidized routes. Let me give one more example, which should satisfy the New Democratic Party. Each year, we grant subsidies to Air Canada for a rotten service within Canada. I emphasize that it is a national company.

This government also expects Air Canada to be a leader in the area of bilingualism and there again how many times did we have to rise in this House precisely to point out to the minister that his statements of principles or policies are far from being actually implemented in airports as well as on aircraft, even by air hostesses.

He went on to say that agreements must be reached with the United States to ensure security, adequate service to Canadians going to the United States but how many times will we have to repeat to the minister that if we want to bring Americans to Canada, mainly to develop the tourist industry, there should also be agreements favouring Canadian airline companies.

In a last gasp in his statement of good wishes the minister said that perhaps because of the shortage in fuel we may have problems with those air carriers. Once again, practical suggestions were made to the minister but no action was taken. I remember quite well, not too long ago, at the very beginning of the discussions on the oil crisis, the hon. member for Témiscamingue (Mr. Caouette) suggested to the Minister of Transport that he inform Air Canada with respect to its Montreal-Rouyn flight making a stop at Val-d'Or, then returning to Rouyn for another stop and coming back to Val-d'Or for a further stop before returning to Montreal, to eliminate the second stop at Val-d'Or thus making a saving of fuel for Air Canada and all of Canada. But once again in spite of the policy statements valid suggestions are not yet implemented.

As a rule, Mr. Speaker, it is again evident that the government is content, as usual, to make statements of principles but is never ready to put into practice what it

Railway Grade Crossing Fund

has said. The Minister of Transport has made an effort this morning, unlike his colleagues, in making available copy of his declaration before the House met. I hope that for once, he will go further than his colleagues in putting into practice this morning's statement.

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[English]

ENVIRONMENTAL AFFAIRS

AGREEMENT BETWEEN FEDERAL GOVERNMENT AND JAMES BAY DEVELOPMENT CORPORATION—REQUEST FOR UNANIMOUS CONSENT TO MOVE MOTION

Mr. Frank Howard (Skeena): Mr. Speaker, pursuant to Standing Order 43, I rise to seek leave of the House to move a motion of urgent and pressing necessity, namely, the fact that an agreement exists between the government of Canada and the James Bay Development Corporation whereby the James Bay Development Corporation has the power of veto over joint Canada-Corporation activities in the area of environmental studies and whereunder the government of Canada has agreed to limit its activity and expenditures in such studies even though they are in the national interest. I therefore move, seconded by the hon. member for Timiskaming (Mr. Peters):

That the agreement dated November 24, 1972, between Her Majesty in right of Canada and the James Bay Development Corporation be referred to the Standing Committee on Indian Affairs and Northern Development for examination and report.

Mr. Speaker: Is there unanimous consent to the motion?

Some hon. Members: Agreed.

Some hon. Members: No.

Mr. Speaker: There is not unanimity. The motion cannot be put.

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● (1140)

TRANSPORT

RAILWAY GRADE CROSSING FUND—REQUEST FOR UNANIMOUS CONSENT TO MOVE MOTION

Mr. Stuart Leggatt (New Westminster): Mr. Speaker, I also rise on a matter of urgent and pressing necessity, pursuant to Standing Order 43. In view of the commitment made by both the Minister of State for Urban Affairs and the Minister of Transport in October, 1972, to double federal grants under the railway grade crossing fund and to provide funds to move railroads out of core urban areas, and in view of the government's failure to present any legislation to the House to that effect for over a year, I move, seconded by the hon. member for Burnaby-Seymour (Mr. Nelson):

That this House immediately double the current federal share available under the federal railway grade crossing fund and forthwith provide funds to assist in relocation of rail lines in core urban areas.

Mr. Speaker: Is there unanimous consent?

Some hon. Members: Agreed.