

Contract for Airport Taxi Service

reply pointing out that the buses were now going into the basement of the airport building, that they were used primarily by the employees of the airport, none of the employees had complained about the fact that the buses were hidden from public view down in the basement, and the Department of Transport thought the service was quite satisfactory. If the Department of Transport thinks that putting the buses in the basement of Malton airport and having them patronized primarily by employees of the airport and not by passengers deplaning from the planes, who never see the buses because they do not show up at what is known as the flight arrivals level, is satisfactory, then the department is certainly very much out of touch with things as they are at the public airports.

On this Ottawa railway station matter it was brought out by some of the speakers favouring open competition that with the opening of the new Skyline hotel in Ottawa, an independent taxi firm had offered a service from the Skyline to the Ottawa railway station and out into the Carlingwood area, I presume to serve some of the more modern motels out there, and had not been able to get any allowance from the government or the Department of Transport to break in on the taxi monopoly that had already been granted.

I have emphasized before, and since these remarks are supposed to close the debate I would like to emphasize again, that when the contract limousine service—limousine is only a word dreamed up to get around the taxi regulations of the municipalities in the Toronto area—was advertised—pardon me, it was not advertised for tender—I made a serious investigation into when an advertisement was put in the press for the taxi service at Malton airport. I found there were no advertisements inserted for the public transportation service and I was told the reason was that the service was of a value of less than \$5,000. It is a very interesting commentary on the perspicacity of the government which issued the contract—it was the one prior to the Pearson administration—that since the contract was worth less than \$5,000 it was not necessary to advertise it, and so a contract was granted.

• (6:10 p.m.)

You will be interested to know that a 51 per cent interest in the company was sold to an organization based in Woodstock, Ontario, about three years later for more than \$1 million. Bear in mind, of course, that in buying a 51 per cent interest for \$1 million the

[Mr. Cowan.]

purchaser realized that the contract at the Malton airport was not worth more than \$5,000 and that it was therefore unnecessary for the Canadian government to call for tenders from the taxi operators in the Toronto area to give service to those travelling to and from Malton airport. The pleasant thing about the Ottawa railway station, so far as those of us who are patrons of the Montreal's Dorval airport, the Halifax airport, the Toronto airport or Stevenson field in Winnipeg are concerned, is that at least the Ottawa transit system is operating to the station. It certainly is giving the people in Ottawa a choice of transportation even though the government, by forcing the Ottawa railway station to move, makes everyone subject to a taxi or bus fare to and from the station instead of having a station in downtown Ottawa where people would be let off at their hotel destination and a service would also be given to the people of Hull.

Many members will remember that the late Alexis Caron, the very fine representative from the city of Hull, opposed the movement of the station to the outskirts of Ottawa and pointed out that as a result of this move farther from the Rideau canal and the Ottawa river into the southern part of Ottawa the residents of his constituency, the city of Hull, would get poorer and poorer railway service. I do not believe any consideration was given to the people of Hull because I think that in moving the Ottawa railway station to this distant point the desire was to fatten the profits of the taxi service of the monopoly contract holder who no doubt was well known by the government at the moment the plans were made to move the station.

Mr. Speaker: Order, please. I hesitate to interrupt the member for York-Humber and I realize it is a little late in the proceedings to bring this point to his attention but, as he knows, when the house is considering a motion for the production of papers the subject matter is very limited and the hon. member who proposes the motion should address himself to the matter of the advisability or otherwise of the papers being produced. As I said, I recognize that it is a bit late at this stage to make this point, but I believe it is my duty to remind him of the procedural aspects of the matter.

Mr. Cowan: Mr. Speaker, I am well aware that we must abide by all the rulings of the Speaker and are not allowed to commend him. Since it is not considered good manners