

same question of him. It is because of the answer to that question that I make this appearance this evening.

Incidentally, sir, it is interesting to note that when I raised this question previously in the house, in October, 1967, it was just after another minister of transport, the present outgoing minister, had been appointed to that portfolio. So the present minister is forewarned that if I ask the question in another year's time that will be the handwriting on the wall for him.

● (10:00 p.m.)

There is no area of Canada more hard hit by the present strike of Air Canada than the area from which I come. We do have a regional carrier, Eastern Provincial Airways, and Nordair, trying to make up some of the vacuum that has been created by the Air Canada strike, but this is virtually impossible. There are thousands of people living in Atlantic Canada who are absolutely frustrated by the strike that has now gone on an unconscionably long period of time. So, I am suggesting it is time the government should re-examine its policy to enable another large company—and it will of course have to be a large company that can satisfy the requirements of Atlantic Canada—to operate there. The former minister of transport twice removed, the Hon. J. W. Pickersgill, advised me in the Transport Committee a few weeks ago that there would have to be a change in government policy before the air transport committee of the Canadian Transport Commission could entertain an application from Canadian Pacific Air Lines. He was very specific on this point and made it several times. Unfortunately, because of the delay in printing the proceedings of that committee, I cannot quote his statements this evening. However, when the report does come forward the transcript will clearly show that Mr. Pickersgill said the government must make a direct change in its policy in this field before Canadian Pacific Air Lines can operate in Atlantic Canada.

What about air travel as such? The figures that appear at page 3216 of *Hansard* for October 17, 1967 indicate that each year the number of people using Canadian air lines increases by approximately 1,000 per day. So, there is an ample number of customers to justify increasing the number of air companies serving Canada. There should be business for Canadian Pacific Air Lines in Atlantic Canada. On the date to which I referred, I suggested they should have not only some of

Proceedings on Adjournment Motion

the major runs to Atlantic Canada but also some of the runs which would not necessarily be profitable although in the public interest. In other words, Canadian Pacific should not just have the cream but should operate some of the milk runs as well. Believe me, there are lots of milk runs in my part of the country.

I have no quarrel with Air Canada but I do not like having most of our eggs in one basket. I have no quarrel with Eastern Provincial Airways or Nordair in what they are attempting to do. I have some suspicion that the Newfoundland government, in respect of one of those air lines, may be one reason we are not getting Canadian Pacific into Atlantic Canada. The minister can bury those suspicions simply by announcing that the policy is to be re-examined to enable Canadian Pacific to become a truly second national air line in this country.

Hon. Donald C. Jamieson (Minister of Transport): Mr. Speaker, I apologize to the hon. member for having missed his first few words. I believe I got the gist of them however. If he wants better transportation, particularly air transportation, for Atlantic Canada he will not find any argument from me on that score. I suspect he knows I am rapidly discovering it is not simply a matter of providing additional service on the trunk or main routes. The whole of the Atlantic region and perhaps some other parts of Canada as well are involved. The problem is to rationalize the air transport in the less lucrative areas with the necessity at the same time to have rapid transport on the main lines.

I would be less than honest if I did not say I have a little different outlook on this matter than I did when I participated in the late shows and berated Air Canada. I want to assure my hon. friend, however, that I am very aware of this problem. I think it involves a good deal more than bringing Canadian Pacific into Halifax. We must look at the matter as it relates, for example, to Prince Edward Island. The north and south route is becoming important. Then, there is the matter of extension of service into the northern parts of the Atlantic region and Labrador. All these matters, I am advised, have been under study for some time. I can assure the hon. member that his representations are well in the front of my mind. I am not unsympathetic to them and will do everything I can to try to devise a policy, and present it in this house if this is the appropriate forum, so that we can get the better transport that both of us agree is necessary.