

was opened to traffic, with the exception of a minor addition to provide increased restaurant space and additional service accommodation. The accommodation available at St. John's for passenger traffic is virtually the same today as it was ten years ago, notwithstanding the fact that passenger traffic has shown an annual increase over the last 15 years. Consequently, Mr. Speaker, a case can be made for additional terminal space. Indeed, I think the time has come when the Department of Transport should take a long, hard look at the whole situation of terminal passenger accommodation in the Atlantic provinces with a view to meeting the demands of the travelling public in New Brunswick as set out in the resolution put forward by my hon. friend and with a view to building new facilities to replace the old, outmoded ones which exist in St. John's, Newfoundland. Certainly a case can be made for a new terminal in St. John's. The Minister of Transport (Mr. Jamieson), who uses the airport probably more than any other person I know, should be very much aware of this situation. I hope when he is planning for the next fiscal year he will take this fact into account.

● (5:50 p.m.)

If we are to participate in the advances of air transportation by the use of jumbo jets and air buses we will need additional terminal space. This brings another point to mind, and that is the tendency on the part of Air Canada to reduce the frequency of service by the use of larger aircraft. Of course, the use of larger aircraft such as the stretched DC-8, which is now operating out of St. John's, taxes the limited terminal facilities to the point where it is difficult if not impossible to get out of that terminal in one piece. It would be far more practical on the part of Air Canada to make more use of smaller aircraft such as the DC-9. Instead of two stretched DC-8s going into St. John's, which is the case now, they could increase the number of direct flights from Montreal and Toronto; then instead of having two direct flights we would have four. In addition to those direct flights we still have the Vanguard service which is a local shuttle service operating from St. John's to Toronto. We now have a limited DC-9 service to Boston with connections in Halifax for western Canadian points. I feel a case can be made for increasing the frequency of service.

The statistics I have placed on the record, measured next to the existing frequency, would indicate that we are not getting our share of the service or the service that is available to other airports in the Atlantic provinces. I suggest there is greater frequency of service, for example, into the city of Saint John and greater frequency of service into Halifax, yet Saint John and Halifax are not as totally dependent upon aircraft as is eastern Newfoundland. There is no other way to get out of Newfoundland unless you take the CN bus across the province and run the risk of being crippled for life as a consequence of being seated in a seat that is much too small, being made for small people, for a period of 14 hours. Anyone who wants to risk that unpleasant journey has my sympathy. You will find that very few people do

Suggested New Brunswick Airport Complex

so. Consequently, the only way out of Newfoundland is by air transportation and hence it is much more important to Newfoundland than the other maritime provinces. Accordingly, I believe a case can be made for improving the frequency of service beyond that which now exists, by the use of small aircraft and through additional terminal facilities. The latter can only be accomplished, in my view, by building new terminals because present facilities are totally inadequate.

A word should be said about regional air carriers. I am one of those members who is convinced that Eastern Provincial Airways is perhaps one of the finest regional carriers in North America. Certainly the service it provides to Atlantic Canada and parts of Labrador is unexcelled anywhere on the continent. Its in-flight service could stand as an example for Air Canada. The type of equipment used is superior to any of the equipment presently being used by Air Canada, in that EPA uses the Boeing 737 which is much better, in my humble view, than the DC-9. EPA is performing a tremendous service. In order to fulfil its long-term projection and adequately plan for the future, it should be told exactly what the situation is in Canada in respect of the government's regional air policy.

I have just been reminded by my colleague that I am running the risk of talking-out the resolution. I would be the last one in the House to do that, so I will resume my seat.

Mr. Speaker: Do hon. members wish the Chair to call it six o'clock, or shall I put the question?

Some hon. Members: Question.

[*Translation*]

Mr. Jacques-L. Trudel (Montréal-Bourassa): Mr. Speaker, I must first of all congratulate the hon. member for St. John-Lancaster (Mr. Bell) who presented the motion now under study.

Listening to the member very carefully, I learned far more about the need for a regional transport policy, the problems caused by the weather in the Maritime provinces, and the report of the Air Transport Commission in those provinces than about the purposes of the motion.

The hon. member suggested very few solutions, and he said he would give other members the opportunity to take part in the debate. I listened to those who did, amongst others, the hon. member for Gaspé (Mr. Cyr), who gave us an account of the economic results, the implementation of a regional policy could have in that area. I agree with him that there should be a regional policy that would facilitate air transportation, mostly in the eastern part of the country.

The hon. member for South Western Nova (Mr. Comeau) asked quite vigorously that studies begin.

Mr. Speaker, may I call it six o'clock.

Mr. Speaker: Order. The hour appointed for the consideration of private members' business has expired. I do now leave the Chair until eight o'clock.

At six o'clock the House took recess.