

Proceedings on Adjournment Motion

has been very effective in Lake Superior and Lake Michigan and we are working back down through Lake Huron.

• (10:10 p.m.)

As the hon. member has said, the prospects for a revived commercial fishery are much better in Lake Huron than they are in Lake Superior. They are greater in Lake Huron because it should be more productive; we have the indication that new species should be more successful there. We have the D.D.T. problem, but this is under control in Canada; in fact, the province of Ontario is no longer using D.D.T. to any extent and other chemicals have replaced it.

We shall urge the United States to invest more money in this project. I shall personally look at the Trent Canal suggestion with a view to helping to revive the fishery and indeed expand our industry which has been very productive in the past.

AIR TRANSPORT—NEWFOUNDLAND—EASTERN
PROVINCIAL AIRWAYS SERVICE TO
DEER LAKE

Mr. Jack Marshall (Humber-St. George's-St. Barbe): Mr. Speaker, I apologize for taking the time of the house to attempt at this late hour to obtain answers to questions which should be answered when they are asked during the orders of the day; but for some reason or another we seem determined to waste time due to the exigencies of parliamentary procedure. It is very frustrating to have questions refused because of a minor technicality and to find other questions accepted on such supposedly national issues which are in fact trite, such as the weight of popsicles and other trivial matters which concern nobody.

On June 10 I asked the Minister of Transport (Mr. Jamieson) whether he could advise us of the reason for the discontinuance of the E.P.A. jet service to Deer Lake, western Newfoundland, only 24 hours after it was instituted. I was advised by the Chair that the question might be considered at the time of adjournment. I asked the question because representations were made to me by several organizations, including the community of Deer Lake, representing thousands of citizens who are concerned about the economy of their district. Therefore it was my duty and responsibility to seek the reason for the decision having been made.

On June 11, after further developments with regard to the discontinuance of the service, I received further representations respecting the removal of the feeder service that

was in existence before the jet service was started. I asked a related question, which was considered by the Chair as a submission and was therefore not allowed. This is June 17, Mr. Speaker, and I still have not received an answer to my question. However, I did read a statement which appeared in the local paper of my constituency, dated June 16, to the effect that the minister said an answer had been given on June 13 to the provincial minister responsible for transportation.

The answer given was that the minister was most anxious to ensure good service to west coast areas, but that the necessary safety equipment was not regularly available on short notice. The E.P.A. service was temporarily disrupted at Deer Lake because the airport's fire fighting equipment did not meet the regulations of the transport department for added flights. What is difficult to comprehend is why the Department of Transport, which should be a responsible agency, did not ensure that these conditions were met before the initial flight was inaugurated with great fanfare on June 1. Indeed, one authorized flight landed that day. The result was that the service became a one-day wonder.

To add insult to injury, the previous Dart Herald service which was in existence has deteriorated, and rather than an improved service they now have a poorer service than before. Apart from the justification of the reasoning behind the discontinuance of the service which would have been a boost to the economy of the area in the distribution of goods and services, the manner in which this matter was handled is embarrassing to the community. In the words of the president of the Chamber of Commerce, the unjustified action of the aeronautical experts not only cancelled the jet service but resulted in the feeder service being removed from Deer Lake airport; the test and inaugural flight of the jet service indicated that the Department of Transport had given tentative blessing to the project. He also said that extraneous pressure had been brought to bear in order to have the service removed.

I respectfully request the minister to clarify the situation by explaining the reasons for the on-again-off-again action which resulted in this embarrassing situation so that those concerned will be aware of the future of this airport, and also to satisfy my reasonable request with the courtesy which I feel I should have received as a member of this house over a week ago.