

entitled to service by the planes which, although they previously landed there, now fly right over the city.

**Mr. Herridge:** Mr. Chairman, I do not wish to take up the time of the committee unnecessarily. I have received a number of letters from constituents complaining about a lack of co-operation between Trans-Canada Air Lines and Canadian Pacific Airlines with respect to information as to flights and timetables between various airports. One constituent was recently at a prairie airport, I believe in Regina. At the T.C.A. airport it was impossible for him to obtain the information he required to take a C.P.A. flight, and things of that sort. Has the minister had any complaints along that line? I have had several which indicate some lack of co-operation with respect to information concerning times of flights and things of that sort, especially when the flights are delayed.

**Mr. Balcer:** The only complaints I have received were those that were transmitted to me by the hon. member himself. I immediately transmitted those complaints to the air transport board and asked them to investigate and to make representations to the two air lines so that the public should be treated in the best manner possible, and also so that the service to the public should always be kept up to the very high standard that these two air lines have maintained in the past.

(Translation):

**Mr. Robichaud:** Mr. Chairman, I have but one question to direct to the Minister of Transport merely as a matter of information.

He indicated, at the beginning of this week, that his department was prepared to contribute \$65,000 toward building the Charlo airport in New Brunswick. Could the minister tell us if the company which is interested in the operation of that airport had asked for a subsidy? At the same time, perhaps the minister could report to the house on the request made by the municipality of Gloucester to build an airport in the Bathurst area?

**Mr. Balcer:** Mr. Chairman, I think the question of my hon. friend is not quite in order. Just the same, I wish to tell him that with regard to the request made by the municipality of Bathurst—no, the other one—

**Mr. Robichaud:** Gloucester.

**Mr. Balcer:**—my officials are now considering the matter.

With regard to the air company serving Charlo airport—I do not remember exactly what company it is—and my hon. friend will perhaps tell me its name—

**Mr. Robichaud:** It is the Maritime Central Airways.

**Mr. Balcer:**—I do not have this information at present, but I know my officials have decided to contribute that sum for the building of an airport, after having seriously appraised the economic possibilities of the area. I am convinced that the company or companies which will serve that area will also benefit from the closest co-operation on the part of my officials, and we shall do our utmost to provide the people of that area with the service to which they are entitled.

(Text):

**Mr. Fisher:** We approve this subsidy, Mr. Chairman. I just wished to underline first of all that there is hardly any air line anywhere in the world that is operating without government subsidies of a direct kind, particularly in the United States. There is nothing in this item that surprises us. The questions I wish to ask arise from the indication given by the minister that there are in preparation reports reviewing the whole scale of services. He mentioned this matter last night.

I wish to ask him some questions about how broad this investigation is. Does it include cost factors built into the Department of Transport through the provision of terminal facilities, for example? Is this survey not only taking into account a projection of the kind of services we need to supply to our communities across the country and the improvements in the next few years, but is it also an integrated look at the expense of providing the terminal facilities?

The reason I ask this question relates to an interest of mine that goes back several years and which indicates that only one or two airports in Canada are actually getting enough revenue from commercial air lines to meet their operating and maintenance expenses. These are very few and the margin is very small. In other words the basic provision of terminal facilities in the air line field is a very costly one to the taxpayer.

The hon. member for Moose Jaw made a point about his community. I think the hon. member for Battle River-Camrose also made a point. In our part of the country we have an interest in better services generally and certainly in better terminal services. I wonder whether these reports being prepared by the air transport board are looking at this total picture and the tremendous expense we have ahead of us in the next decade.

The minister is aware of the fact that we have a number of extremely controversial