

*Supply—Transport*

[*Translation*]

Mr. Chairman, this is a very weak objection and I call the attention of the Minister to it. If nowadays we heard people telling us: Listen, the Canadian National has been in operation since 1876, 1908 or 1911, and in view of the fact that it has rendered great services since its establishment, let us not grant a licence to Air Canada or other air transportation companies who could compete with the Canadian National or Canadian Pacific or any other railway in Canada. We would say: "Listen, you do not move along with progress."

In my opinion, this objection is very, very weak.

As to the second point:

[*English*]

That there is no community of interest between Mattagami and the James Bay area.

[*Translation*]

Austin Airways Limited are lying and they know it, for in 1934 Mattagami did not exist; this city has been in existence for only a few years. Mattagami is located about 120 miles north of Amos, in direct line with Rupert House, located another 132 miles north of Mattagami.

Now, Fecteau Transport already provided that service from Senneterre, Val d'Or, Amos and even Rouyn, if you want, to Mattagami and they are refused permission to go from Mattagami up to Rupert House, which really is in the province of Quebec. They are refused a licence supposedly because the service existing between Toronto, Timmins, Moosonee and Rupert House is enough. But when people from Val d'Or have business at Rupert House, they must take a plane at Timmins or Moosonee, which is not at all convenient for us.

Now, I call the attention of the minister to this point. I maintain that the application by Fecteau Transport in no way interferes with the operation of Austin Airways Limited now serving a more easterly area than that served by Fecteau Transport.

Another objection by Austin Airways is that—

[*English*]

That the major requirement of the Indians for air transportation is for charter flights to and from their hunting grounds and that their only need for unit toll service is in connection with the Moose Factory Indian and Eskimo hospital.

[*Translation*]

Mr. Chairman, there again, the Minister knows that Fecteau Transport is not asking

to go to Moosonee; it does not ask to go from Moosonee to Rupert House, but rather from Mattagami to Rupert House in order to complete its circuit which lies completely in that area. Rupert House is located east of James Bay, while Moosonee lies west, which is not quite the same thing, and Mattagami lies directly south from Rupert House.

Mr. Chairman, I am of the opinion that it is unthinkable and inadmissible that Fecteau Transport should have been refused the authorization to operate between Mattagami and Rupert House, which operation would not have interfered in any way with the present service.

The following is an excerpt from the board's decision:

[*English*]

If the application of the appellant were granted this would result in competition between the appellant and the present commercial air service in the Rupert House area.

[*Translation*]

Mr. Chairman, that is the statement the minister made when officials of Fecteau Transport appeared before the department to appeal the decision of the board. He stated that this would create competition for another company. This would result in no such competition because Austin Airways do not serve either Val d'Or or Mattagami. That company has no business there, while Fecteau Transport does transact business there and in other places in our area. We want to go to Rupert House, as near James Bay as possible, and we also want to use Fecteau Transport's services as we see fit. But, in order to do that, the company must first obtain its licence.

● (7:20 p.m.)

I think the minister should reconsider what he signed on May 20, 1965, by maintaining order no. 2096 of the air transport board of Canada.

Mr. Chairman, I will not keep the house much longer. However, I would like to call to the minister's attention the train service from Ottawa to northwestern Quebec, that is from Ottawa to Rouyn-Noranda, going through Ontario and serving the ridings of Nipissing, Sudbury, North Bay, Nickel Belt, Cochrane, Timmins and Timiskaming, in Ontario, and Villeneuve, Chapeau, Témiscamingue and Pontiac on the Quebec-Ontario line.

When we want to take the train from Ottawa to get to our ridings, there are no sleeping car accommodations between Ottawa and North Bay. Then, we have to get off the train which leaves Ottawa at 7.30 p.m. and gets to