

Coupled with a healthy immigration figure and natural propagation—we still have some of that in Canada—Canada's transportation needs become all the more pressing. The sudden emergence of industrial or mining-oriented settlements at the source of natural mineral discoveries compels us to act quickly and decisively to accommodate manifold needs that can only be fulfilled by transportation. By the same token, we have smaller, more established communities anxiously waiting—I agree with the hon. member for Skeena that there are plenty of them—to attain levels of economic growth that can only be reached by the provision of greatly improved transportation facilities.

I hasten to add that, although myopia has characterized much community transportation planning in the past, it is no longer prevalent. In fact, one of the main factors contributing to the success of our community airports assistance program has been the initiative shown by the municipalities which have requested aid. Their enterprise has been all the more commendable because of the manner in which they have harnessed support from a broad spectrum of local interest groups. I would again refer hon. members to my example of the Niagara Falls airport commission: they are very anxious to do this for their community. This type of positive reaction adds impetus to assistance programs of this kind. Without the co-operation and enthusiasm of the public, transportation planning and development would operate in a calamitous cocoon of ineptitude which would negate all our past successes.

● (1740)

We are very fortunate in Canada to have been able to promote and foster economic growth in transportation networks without upsetting our traditional approach of giving private enterprise as much rein and scope for initiative as possible. Programs such as the one under discussion today are thriving, not only because of this blend in purpose between various levels of government but because of the collaboration and valuable contributions of our private sector.

Finally, I will reiterate the thrust of my remarks today as follows. Our aviation planning does not suffer from the miasma of some other areas of government concern. We would do well to devote our legislative expertise to far more serious problem which face us as a nation.

**Mr. Howard:** Mr. Speaker, before the hon. member resumes his seat would he permit a question?

**Mr. Railton:** Certainly.

**Mr. Howard:** The hon. gentleman made reference to an allocation of funds that has been increased from \$1 million to \$2 million. Would the hon. member mind telling me what he is referring to that was so increased, and when it was increased, because the contribution to assist the establishment of or to improve local airports and related facilities—which is what we are talking about—has remained static at \$2 million for a long time, except in 1972 when it was \$3 million. I am wondering if we are talking about different things.

*Rural Airport Development Advisory Committee*

**Mr. Railton:** I think the budget for 1974 contains reference to the national community airports assistance program.

**Mr. Howard:** Which has nothing to do with the bill under discussion.

**Mr. Leonard Hopkins (Parliamentary Secretary to Minister of National Defence):** Mr. Speaker, first I should like to compliment the hon. member for Skeena (Mr. Howard) for his sincere interest in Canadian aviation. He went to great lengths to outline some of the problems in British Columbia and we who realize the vastness of that province and some of its transportation difficulties appreciate his point of view.

In my region of eastern Ontario we have made considerable strides in the field of aviation. In my own community the local municipalities co-operated in the purchase of what is today the Pembroke and area airport. Each municipality that contributed money toward the purchase of that airport has the right each year to appoint people to the Pembroke and area airport commission. I think this bears a very close relationship to what the hon. member was suggesting.

The Pembroke and area airport commission has been very effective in bringing forth views on the needs and requirements of air transportation and passenger service throughout our local region of eastern Ontario.

As I listened to the hon. member for Skeena list various communities in British Columbia, I could not help thinking that in eastern Ontario—Ottawa, of course, being the central point—we have considerable input in air services to all parts of Canada and throughout the world. We also have aviation facilities at Carp and Arnprior. There is a sod airstrip near the town of Renfrew and we have the Pembroke and area airport which, incidentally, has a daily flight from the region to the city of Toronto.

**Mr. Baker:** Run by an enterprising Conservative.

**Mr. Hopkins:** In reply to the hon. member for Grenville-Carleton (Mr. Baker), the man who started that airline was more successful in running it than he was in running against me in the election campaign of 1968, and I say that with all humility, Mr. Speaker.

**Mr. Knowles (Winnipeg North Centre):** Oh, yes, and your humility stands out.

**Mr. Baker:** That is characteristic.

**Mr. Hopkins:** Pem-Air has been a very successful and useful transportation facility in our area. I was going to say that it replaced one that was not so successful. In that operation the company was operating a flight from Montreal to Ottawa, to Pembroke, Peterborough and Toronto, but the Montreal to Pembroke run proved to be a financial loss and as a result the company backed out of it. The new airline at the Pembroke and area airport is operating successfully and last year carried 10,000 passengers. Hon. members can understand that it is a very useful feeder line to other airlines operating from the city of Toronto, and at the same time it provides fast transportation ser-