

Supply—Transport

the area, which would result in a great improvement of Air Canada services in our area?

I have another point to which I would like to call the attention of the minister and of his officials. I refer to Air Canada service between Montreal, Ottawa, Val d'Or and Rouyn. We know that every morning an airplane takes off in Montreal for Val d'Or, Rouyn, Earlton, North Bay and Toronto, via Ottawa, and that at the same time another airplane takes off in Toronto and makes the same trip before ending its flight in Montreal.

Now, in many cases the opportunity to complain was given to me. There are people from Val d'Or-Rouyn who are in Montreal and wish to take a plane in the morning—I think, it leaves at 8.20 a.m. or 8.40 a.m., something like that—but the airplane is overcrowded with passengers for Ottawa. The people from Val d'Or-Rouyn who are in Montreal are refused a seat on the Air Canada plane, because they are told the aircraft is full. That is true. And so, the people from Abitibi are stuck in Montreal because people working in Ottawa have taken all available seats on the plane which, after landing in Ottawa, takes off for Val d'Or, Rouyn, Earlton and North Bay with hardly anyone aboard, or perhaps with only three, four or five passengers, while dozens of people from Abitibi are waiting in Montreal. Their names, of course, have been registered, but no account is taken of the fact that they come from those northern regions.

On this flight—No. 254, I believe, outgoing and No. 261 incoming—the needs of the regions of Abitibi, Chapleau, Villeneuve or northwestern Quebec should first be taken into account and the seats reserved for people going to the farthest places; and, if necessary, another flight should be set up for people going only to Ottawa. Another flight could be provided, but Val d'Or and Rouyn should have the service they deserve.

Mr. Chairman, I have here a resolution of the Chamber of Commerce of Val d'Or-Bourlamaque that Mr. MacGregor of Air Canada received not so very long ago. It is dated February 11, 1966:

We have read your letter of February 8 mentioning your achievements and projects for 1966.

At a regular meeting held on February 9 last, it was suggested that we should ask you for a second daily flight to serve our city and Rouyn, that is, on the Montreal-Val d'Or-Rouyn run, due to the ever-increasing number of air travellers.

We trust that you will take our request into consideration and that we will get a favourable reply.

The Senior Chamber of Commerce.

[Mr. Caouette.]

Incidentally this Chamber of Commerce, I am happy to mention, makes praiseworthy efforts and accomplishes much to help the development of our area. When we ask the Department of Transport to do its part, we are not asking for anything impossible. We only ask to do what is possible and logical to give us the service we are entitled to, a service that would give satisfaction to a population asking the Department of Transport for justice.

Mr. Chairman, I said a moment ago that we need an airport and an air terminal in Rouyn. As far as the Val d'Or airport is concerned, it is apparently only a question of months before work starts and Val d'Or will be given an air terminal costing approximately \$220,000.

To my knowledge tenders were not called. We ask that tenders be called for the construction of an air terminal at Rouyn and at Val d'Or.

Another point on which I should like to draw the minister's attention also concerns the subject of aviation. Some time ago, about two years, an air carrier of Senneterre, in Abitibi East, Chapleau county, asked for a licence to serve the people who wanted to travel between Mattagami and Rupert House on James Bay.

At the time, the air transport board ruled against the Senneterre company, following the request or the representations of Austin Airways Limited.

The decision was as follows, that is—

• (7:10 p.m.)

[*English*]

The Board is not satisfied that it would be in the public interest to grant the application.

[*Translation*]

And, as one might expect, the request was refused on the grounds that:

[*English*]

That it has provided service in the James Bay area since 1934.

[*Translation*]

These are the considerations put forward by Austin Airways Limited which were opposed to the Fecteau Transport Company of Senneterre, with branches in Amos, Mattagami, Chibougamau and Gagnonville, getting a license. The reason—

[*English*]

That it has provided service in the James Bay area since 1934.