

Supply—Transport

On the other hand, I think it is quite obvious that if the stock split takes place and the stock very shortly climbs to its original value, is then resplit and once more climbs to its former value, then in each instance the people who are interested in the stock are not looking at the dividend declared. What they are looking at is the capital gain in the value of the stock. This has been fantastically high in relation to the Interprovincial Pipe Line Company. May I call it seven o'clock, Mr. Speaker, because I wish to pursue this matter further.

Mr. Speaker: Order. The hour appointed for the consideration of private members' business has now expired. The house will now resume the business which was interrupted at six o'clock.

SUPPLY

The house in committee of supply, Mr. Rinfret in the chair.

DEPARTMENT OF TRANSPORT

1. Departmental administration, \$4,862,900.

● (7:00 p.m.)

[Translation]

Mr. Caouette: Mr. Chairman, I am happy to see the Minister of Transport in his seat, which is normal since we are considering his department's estimates.

Since yesterday hon. members have been taking the minister for a ride all over Canada by Air Canada, or the C.N.R., or the C.P.R., or by ship; he was even put on the C.B.C. this afternoon.

Tonight, I intend to take him to an area called northwestern Quebec, which includes the ridings of Chapleau, Villeneuve and Pontiac-Temiscamingue. I will limit my remarks mostly to the two ridings with which we are more directly concerned, those of Chapleau and Villeneuve.

Mr. Chairman, since I have known the minister, it was given to me to meet him personally and to appreciate his broadmindedness. He is a smiling and charming man, ready to welcome you at all times and to agree with you most of the time. On the other hand, I noticed that the department works more slowly than he does and that he himself is slower when it comes to doing things for certain areas.

For instance, a few years ago, I asked for the building of two air terminals, one in Val d'Or and one in Rouyn, in the riding of Villeneuve. What we have now are two mis-

erable looking huts. The minister is well aware of the situation because he came to the area several times by plane and entered those air terminals, which is rather embarrassing for us.

The two air terminals have been allowed to remain in their present state by the present government and by the previous one, that is to say the Conservative government.

Well, Mr. Chairman, a sum of \$220,000 was voted for the construction of an air terminal at Val d'Or over a year and a half ago and nothing concrete has been done in that respect as yet.

At Rouyn, apparently because the airport belongs to the city of Rouyn, we are told that the government can help. As a matter of fact, it did help but not enough since the airport at Rouyn serves not only the people of Rouyn but also the people of the neighbouring area and of the section of Chapleau which includes for instance LaSarre, Macamic and all those places. It is an airport which serves not only the city of Rouyn but all the people of that region.

On December 7 last, the minister advised me that officials of his department and representatives of the city of Rouyn had met in December, 1965 to consider the problems connected with the operation of the airport as well as to seek an agreement. The following questions were dealt with:

Extension and improvement of the runway, aids to landing, federal grants for its operation and maintenance of the airport in general.

I believe the question of general maintenance was definitely settled, for the Department of Transport is now responsible for this. On the other hand, the extension of the runway as well as the improvements to it are necessary, and, indeed urgent.

Recently, on a trip from Rouyn to Ottawa by air, the pilot announced in full flight that, unless improvements were made to that runway, aircraft could no longer land in Rouyn.

Now it is time for the minister and his officials to consider the urgency of helping Rouyn, of helping to improve the Rouyn runways.

In my opinion, it is as easy to do in Rouyn what has been done in Val d'Or by the Department of National Defence. I appreciate the fact that they have a nuclear base there. There, they built a real beauty of a runway. If, for war or armament purposes, Val d'Or, can, or is entitled to, have such a runway, why could we not have a similar runway for the needs of the population of Rouyn and of