

study, that is some \$73,000, will be shared by the three parties involved and we expect the study to be published by late May or early June.

I could give many more examples of investments, such as the \$3 million invested in the Chicoutimi dock to make it a tanker dock open to ships carrying oil products for the Saguenay region. I could also refer to a plan for improving the use of Trois-Rivières harbour, but I could not leave unmentioned the \$12.5 million investment at Gros-Cacouna for the establishment of a general cargo harbour. Also, Mr. Speaker, as concerns Sept-Îles, the second most important harbour in Canada, the department will soon publish a long range development plan which will give this harbour the tools necessary for its development. It will therefore be necessary to develop an implementation strategy as soon as possible. The provincial and municipal authorities have already recognized the importance of Sept-Îles harbour and of its development, and are willing to offer us all the support necessary for its achievement.

Those, Mr. Speaker, are some of our achievements in the maritime field in Quebec for 1977. I did not want to go back to 1974 or 1970, for fear of frightening my colleagues opposite. Despite all these investments in 1977, there are others to be made, and the minister himself as well as his officials are conscious of the fact that maritime development is a major asset in the economy of Quebec which is the door to the rest of Canada. As far as other future projects are concerned, and which are under consideration at the moment, I think we must look into regional development, for example the development of a harbour in Pointe-au-Pic, in Charlevoix county, which would complement the harbours in Quebec City and Baie-Comeau which serve a more important purpose.

In the few minutes I have left, Mr. Speaker, I also wish to refer briefly to air transportation. I should mention that in 1975-76, 13,000 people in Quebec were working in air transportation in the private sector or in the public sector. And this excludes employees working for provincial or municipal governments or for local carriers. In addition to that direct effect on employment, the air transportation industry has significant economic fall-outs in distribution and manufacturing throughout Quebec. Suffice to recall the production by Canadair of the Challenger aircraft which is one of the outstanding achievements of modern aviation on international markets. Or again the numerous contracts awarded to the firm Pratt and Whitney to meet the requirements of the Department of National Defence; in its Quebec plant that firm will receive \$140 million in Department of National Defence contracts out of a total of \$250 million.

In October 1976, the federal government authorized Canadair to build a total of 250 Challenger aircraft which represent, Mr. Speaker, an injection of \$1.2 billion into the economy of the province of Quebec. To date, 120 aircraft have been

Transportation

sold which represents an inflow of \$600 million. The total number of employment created only by that aircraft is 1,900.

As concerns airport facilities, everybody knows that Montreal has two major airports, Mirabel and Dorval. We are now studying a development plan for Mirabel airport that should be implemented at the beginning of 1980. This plan will include the development of Dorval airport. I shall not mention the many investments in air transportation at Sept-Îles, Mont-Joli and Quebec City, but there is still much to do in that field and within a limited budget, we are still working to find answers to the problems of the people in Magdalen Islands, Gaspé, Bonaventure, Havre-Saint-Pierre and other communities.

So, Mr. Speaker, I insisted on mentioning a few figures and a few accomplishments to make it clear that the motion introduced by hon. members opposite has no ground whatsoever when you compare the unfounded statements it contains with the facts and the achievements of Transport Canada.

● (2122)

Mr. Donald W. Munro (Esquimalt-Saanich): Mr. Speaker, at the outset of his speech, the Parliamentary Secretary to the Minister of Transport (Mr. Lapointe) said he hoped to hear positive suggestions from this side of the House. From what he said, it is obvious he would not acknowledge a positive suggestion coming from the opposition, because the contributions of opposition members did contain a great many positive proposals in the area of transport. I will do the same, although with some concern I must admit, because this government is well known and famous throughout Canada for their policy which is to borrow ideas from the opposition. Government members just might appropriate the ideas I will submit tonight and convert them into electoral promises.

[*English*]

Because, after all, they were only electoral promises. Some may have noticed how many of the projects contained in that long catalogue recited by the hon. member for Grand Falls-White Bay-Labrador (Mr. Rompkey) were cast in the future tense—the government was about to do this or that; it was about to build a road up into Labrador, it was about to do something at Wabush. Why, after ten years, has the government decided so late in the day to put forward this enormous catalogue? Why did it decide to wait until now before bringing these proposals forward? All it was, was a catalogue of goodies, an attempt to get votes.

Indeed, I was afraid, when my hon. friend from Vegreville (Mr. Mazankowski) was referring to certain aspects of the need for reform in prairie transportation policies, that the government would be prompted to issue still more election promises between now and election day. I say, let Canadians beware.