

the cost of the new airport that is at variance with that provided by the federal government, would the Minister of Transport look into the matter to see whether it would be advisable to review both studies to arrive at a proper conclusion, for the Canadian people are anxious to know what they will have to pay for that airport.

[English]

Mr. Hellyer: Mr. Speaker, we did re-study it. The Minister of Regional Economic Expansion and myself spent three hours with the representatives of the provincial government a few days ago, at which time we looked at the figures they had. As I indicated subsequently, there was nothing new. They had added the cost of supplementary roads desirable for the future economic expansion of that part of the province of Quebec. If one were making that comparison, he would have to do so in respect of the other potential sites as well. I have confidence that the comparisons reproduced were as fair as any comparison could be, with the information available, and I can see no reason for reopening the discussion in so far as the basic data is concerned.

Mr. G. W. Baldwin (Peace River): Mr. Speaker, I should like to ask the minister whether in arriving at the estimates he or the government was able to draw upon the same expertise which was used in connection with the *Bonaventure* and the National Centre for the Performing Arts?

Mr. Hellyer: The expertise was not identical, Mr. Speaker.

[Translation]

Mr. La Salle: Could the minister tell us today whether the decision of the government is final?

DRUMMONDVILLE, QUE.—RECOMMENDATION AS SITE FOR INTERNATIONAL AIRPORT

Mr. J.-A. Mongrain (Trois-Rivières): Mr. Speaker, I should like to ask a question to the Minister of Transport.

Could he tell the house if, during the negotiations concerning the international airport the provincial government recommended to the Minister of Transport the site of Drummondville?

[English]

Hon. Paul Hellyer (Minister of Transport): Mr. Speaker, the provincial government indicated its preference for one of two sites

Inquiries of the Ministry

on the south shore of the river. One of those was near Drummondville and the other was close to the United States border. In both cases there were technical objections, cost considerations and considerations of the accessibility for passengers and other users of the airport, which we felt were over-riding those reasons advanced for choosing one of those sites.

[Translation]

[Later:]

Mr. J.-A. Mongrain (Trois-Rivières): Mr. Speaker, I would like to put a question to the Minister of Transport.

Is he aware that yesterday afternoon the Quebec Minister of Municipal Affairs stated that his government had never recommended that the new airport be built at Drummondville?

[English]

AIR CANADA

STRIKE OF MECHANICS—TRANSPORTATION OF PERISHABLE GOODS

Mr. Eldon M. Woolliams (Calgary North): Mr. Speaker, in view of the air strike has the minister had any negotiations in respect of the transportation of perishable goods by certain Canadian industries, such as chicks by the poultry industry and flowers by the florists, using C.P.A. or other companies?

An hon. Member: What kind of chicks did you have in mind?

Mr. Woolliams: Not the kind that have been written up recently in a weekly magazine by some of the girls.

Hon. Paul Hellyer (Minister of Transport): Mr. Speaker, I must confess I did not quite catch the first part of my hon. friend's question. Did he ask whether I had received representations from these people?

Mr. Woolliams: Yes, Mr. Speaker.

Mr. Hellyer: Not to my knowledge, but they may have come into my office since I have had a chance to check.

Mr. Woolliams: Mr. Speaker, I was wondering whether the minister would consider the representations from this side of the house and see if those perishable goods could be moved across the land in the fashion followed by Air Canada, because there is no room for them in the aircraft of other air companies in