

Supply—Transport

Penhold air base will be available to the Department of Transport, as a civilian airport.

I would impress upon the minister that the need for a municipal airport in the Red Deer area is such that action on the part of his department is urgent. I think it was only last week the Department of National Defence indicated that their program did not require the flying facilities at Penhold, and I would hope the Department of Transport would move rapidly in making a reasonable arrangement in respect of these facilities, which include the weather station and the radio communications system that are now available at the base through the Department of Transport. I am grateful there has been some indication that action will be taken soon in this regard. I would remind the minister, however, that the facilities at R.C.A.F. Penhold are much more elaborate than the normal airport requirements of a community of this size.

For this reason, Mr. Chairman, in my opinion it will be necessary for the Department of Transport to make a special allowance because there are available not only the airport facilities but the weather bureau and the radio communications system that could well be part of the airport. I mention this point because the matter has come finally to a head in the last few days. It is something for which the community has waited for the last three or four years since the decision was taken by the Department of National Defence to not continue flying training at this base. I believe the city council and the community at large have been patient in this regard, because they realized the folly of spending several hundred thousand dollars for the construction of a municipal airport when those facilities were perhaps going to be available at the military base already there, which has been operation for the past number of years.

I would draw this matter to the attention of the minister. I also emphasize that all he has heard about the C.P.R., not only what I have said but what my colleagues and other members of the house have said, in this debate collectively points up the absolute necessity for the government taking some action.

• (7:50 p.m.)

Mr. Watson (Châteauguay-Huntingdon-Laprairie): Mr. Chairman, I am intervening very briefly in this debate to obtain an assurance from the minister on three points

that affect my constituency. I hope the government will examine the feasibility of making the locks at Welland, Beauharnois, Cote Ste. Catherine, when they are eventually twinned, at least 1,000 feet in length. This is of immediate concern so far as the Welland locks are concerned. The United States government has already indicated it is going to build a set of locks 1,000 feet in length at Sault Ste. Marie. The indirect benefits of these locks would be as important as the direct benefits. There is no question but that the competitive position of our inland shipping industry as compared with foreign shipping on the Great Lakes, would be immeasurably strengthened.

We should consider also the fact that these new lake carriers which will be built to use the larger locks would be built in Canadian shipyards and would result in increased employment for our shipbuilding industry. I strongly urge the Minister of Transport, if he has not already done so, to restudy the twinning of the Welland Canal. The second set of locks must be built to take advantage of any shipbuilding technology which now makes 50,000 ton lake carriers feasible. There is no doubt in my mind the minister would bequeath to Canadians an inadequate legacy if, under his ministry the Welland locks were twinned at less than 1,000 feet per lock.

[Translation]

In French now, I would like to raise a second point.

I hope the minister will consider favourably setting up a Harbours Board at Côte St. Catherine. The public, even in the region of Montreal, does not know that, since the seaway was built, Côte St. Catherine, in the riding of Laprairie, has a deep water wharf 4,000 feet long belonging to the seaway.

Because of insufficient accommodations, that harbour, which represents a frozen investment of \$2 million, has not been used for the last ten years. What a waste, Mr. Chairman.

I therefore suggest that a deep water wharf be built at Côte St. Catherine. With the help of the federal government, that would facilitate the building of warehouses and a grain elevator.

A grain elevator on the south shore is necessary to serve the farmers in the southwestern area of the province of Quebec, and there is no doubt that such an elevator would be an economic proposition. There is now at Ville LaSalle, a municipality located three or