

*The Budget—Mrs. Morin*

[Translation]

Mr. Speaker, those few facts answer well the question of knowing whether or not Quebec City is asking for a favour by requesting extended runways. In the past, it was always argued that, in order to develop, Quebec could eventually bank on the use of medium-range planes such as DC-9s.

[English]

However, just recently a group of businessmen who wanted to charter a DC-9 found that, fully loaded, the plane would have to stop at Montreal airport for an hour to refuel since the length of the runway at the Quebec City airport would not allow it to take off with full tanks.

**Some hon. Members:** Shame!

**Mr. McGrath:** We want Jamieson.

[Translation]

**Mrs. Morin:** Mr. Speaker, now that I have clearly established that we do not request any preferential treatment but the equivalent of that asked by the other regions, let me remind hon. members that this equivalent is important for the long-term economic growth of the region.

The most promising aspect in the field of economic growth, at least as regards job creation, seems to be the expansion of tourist industry.

The Quebec region is now increasing considerably the number of hotel rooms, namely by over 2,000 units. Most of them will be built by major international hotel enterprises. Those enterprises believe it possible to extend the tourist market of the region.

[English]

On the municipal level, the city, to aid in stimulating expansion, has agreed to invest \$4 million to build a conference centre. This clearly demonstrates the willingness of Quebec taxpayers to promote their own expansion. On the federal and provincial level, as you know, important work is being done to increase tourist attractions in Quebec City. I will just mention the restoration of old Quebec and the development of Mont Ste-Anne.

[Translation]

Everyone will agree that surely it is our interest, for a country such as Canada, to facilitate the restoration of this old capital which saw the advent of the country and of America and which, given the number and the quality of its monuments which resisted the elements until now, is undoubtedly the major historical asset of North America.

Finally, tourism promotion budgets have increased five-fold and now amount to half a million dollars and this is indicative of the private and public sectors willingness to exploit fully the tourism market potential. A whole set of new marketing structures, and mainly the systematic chartering of planes during tourist seasons, are now under preparation. But our contacts with external market representatives demonstrate that we must improve our air services.

[English]

The question of air services, including the lengthening of runways, is important not only to tourist development but to industrial growth. Air freight is playing an increasingly important role in industrial development. In addition

[Mrs. Morin.]

tion to air cargo potential, especially in the case of large corporations which must maintain regular contacts between various factories and the head office, passenger transportation is a factor that cannot be overlooked.

[Translation]

Now it is certain that any possibility of establishing new air routes, both for freight and passengers, is related to the problem of extending runways, particularly when one realizes that even medium range aircraft cannot leave the Quebec airport with a full load of fuel, passengers and luggage.

[English]

Furthermore, Mr. Speaker, the Quebec City airport, once its runways have been lengthened, could be used as an accessory emergency airport, especially when bad weather prevails at Dorval and Ste-Scholastique. At the moment it is the Bagotville military airport which, although unable to provide the other complementary services, is being used for this purpose.

• (1740)

[Translation]

Moreover, Europe bound charter flights for Quebec groups could take off from Quebec City rather than from Montreal, which would allow the citizens of eastern Quebec to save both on costs and disadvantages.

Mr. Speaker, in the light of those facts, we ask that runways be extended to a minimum of 9,000 feet, in order to meet fully the requirements of medium and long range aircraft.

[English]

**Mr. Deputy Speaker:** Order, please. I thank the hon. member for her co-operation.

**Mr. Haliburton:** Mr. Speaker, I rise on a question of privilege.

**Some hon. Members:** Oh, oh!

**Mr. Haliburton:** I should just like to say that I agree with much of what the last speaker said, but the founding of Canada took place in my constituency, at Port Royal, and not in Quebec.

**Mr. Keith Taylor (Churchill):** Mr. Speaker, it is a privilege to have the opportunity of saying a few words during this budget debate, although I realize it is just about concluded. I should like to congratulate you, Sir, and Mr. Speaker upon appointment to the very high offices which you hold. I know from the short time I have been here that you are a credit to those offices and to this House.

It is an honour for me to represent the people of Churchill. They are accustomed to good representation of the kind provided for the past five years by Mr. Bud Simpson. I certainly hope I will be able to provide the citizens of the Churchill constituency with the same type of representation.

I have one of the largest, if not the largest, constituencies in Canada. The difficulty of representing a constituency of that size is very formidable. Mr. Speaker, as I am sure you will agree, it is a privilege to be able to represent