

Supply—Public Works

Mr. Crouse: In arranging this survey was there any thought given by the former government to the protection of the Canadian shipping industry having regard to the construction of the St. Lawrence seaway?

Mr. Chevrier: The St. Lawrence seaway authority did not deal with the Canadian shipping industry. The authority was a crown corporation that had two things to do. One was to expropriate property from the port of Montreal to lake Erie for seaway purposes and the other was to build a canal 27 feet in depth. So far as the seaway authority is concerned, it had those two things to do. It began to do them, I presume it is continuing to do them, and from what I know it is continuing to do them well, efficiently and according to schedule.

As to my hon. friend's question, I was not then a member of the government but nevertheless I know a royal commission on coastal shipping was established by the former government the object of which was to deal with that and problems of a like nature. That commission has made its report and the other day I asked the Prime Minister whether or not its recommendations were going to be accepted by the government and implemented through legislation at this session. The Prime Minister replied that he did not think there was any time to deal with legislation arising out of that commission's report.

To come back to what I was saying, it seems to me that if the suggestions I have made were followed there are ports along the lower St. Lawrence which would be entitled to greater facilities than are now provided in the estimates. For instance, I think of the tremendous amount of iron ore that is going to go up the St. Lawrence. It has been estimated that the first year the seaway is open to traffic 10 million tons of ore will move up it. It has been estimated that during the second or third years 20 million tons of ore will move up the seaway. Are there the requisite facilities at Seven Islands and adjacent ports to deal with this additional volume of traffic?

All I am trying to do is to bring this matter to the attention of the minister. I started off by saying that I hoped I was not going to inject the same contentiousness into my remarks as the minister did in his earlier today. Apparently I have succeeded in arousing his ire.

Mr. Green: Oh no, nothing like that.

Mr. Chevrier: That I did not want to do. I know the minister wants to be fair. I simply wanted to bring to his attention the fact that he should deal with all ports in the same manner, and in order to do that it

[**Mr. Chevrier.**]

seems to me that the best way is to have a survey or study made. After all the minister cannot, because of the thousand and one things he has to do in his department, determine what facilities are best for what ports. Someone has got to advise him, either a board of engineers or an economic commission of some sort. It is for this reason I say it is still not too late. This can be done quickly because of the material that has already been gathered.

Mr. Green: It has already been done for practically all the ports.

Mr. Chevrier: I am glad it has. If it has, I hope the results will be available to those of us on this side of the house so we can ascertain, for instance, what considerations are being given to Seven Islands for instance where a railway is already in existence; what considerations are being given to Baie Comeau, where there is heavy industrial development; what is being done at Sorel and Three Rivers.

Mr. Green: Three Rivers is under a national harbour board.

Mr. Chevrier: I am interested also in the other ports along both shores of the river.

My purpose in rising was, first of all, to discuss power development. The chairman has ruled that I am not in order in doing that. I shall try to find another occasion to do it. My other purpose was to ask the minister to give careful consideration to the ports east of Montreal, to see that the requisite facilities for this new traffic are provided to these ports in the same fashion as to all other ports in Canada.

Mr. McCleave: In the few minutes I shall take in this debate I hope to bring gladness to the hearts of the minister and his officials who are looking around for worthwhile public works projects in Canada. My suggestion will concern the trans-Canada highway and the amendment of the regulations which set out the route of that highway. The purpose of this amendment would be to enable the highway to become truly trans-Canadian in character by reaching that fine city of Halifax. It is possible that this highway neglects to approach other cities across Canada, and if so I hope I may speak on behalf of those cities.

I would suggest to the minister that he consider the advisability of extending from the trans-Canada highway a series of trunk approaches of the same standards as the highway, which would reach such cities as Halifax and other cities of importance throughout Canada. Perhaps it could be done under a formula that cities of more