

*The Address—Mr. Lahaye*

I have with me today the publication *Terre de Chez Nous*. In the February 14, 1962 issue, I saw what, in my opinion, was an extremely practical suggestion from the Ontario minister of agriculture. I quote part of that article:

When recently addressing a group of farmers in his province, the Hon. W. A. Stewart, minister of agriculture, expressed his intention of curbing the farm integration system to some extent in order to help the family farms to survive:

"The Ontario government is willing to introduce some legislation during the next session in order to curb the expanding vertical integration of the farming industry.

"It is prejudicial to the best interests of farming in general and of the family farm in particular that the food processing industry should completely control, not only the processing of farm products, but also the future and income of the farmers".

Mr. Speaker, I find that suggestion most reasonable and I recommend it wholeheartedly to the present premier of the province of Quebec. He could, indeed, take some very constructive action by controlling the packing and cattle feed industries whose production regular impinges on a field which rightly belongs to the farmer.

I am making that suggestion for the benefit of the Quebec farmers, and it should be applied by the ever busy and quite confused premier of that province.

Now, Mr. Speaker, I want to thank the Minister of Public Works (Mr. Walker) who, at my request, finally recognized the pitiable situation that prevailed in the constituency of Champlain in respect of the erosion of river banks caused by the boats sailing through especially since the St. Lawrence has become a seaway.

Before 1957, only a few loads of stones were used as they were granted from time to time to friends of the government, but since then continuous retaining walls were constructed. At first, they were dry walls 1,000, 2,000, or 3,000 feet long, depending on the money we had been able to secure.

I was told today by the minister that very important contracts had just been awarded. One of those, in the amount of \$66,601.80 is for the construction of a protecting wall 1,620 feet long which will be a permanent structure. That is what I have long been asking for and after studies made by engineers, my request was finally granted. I think it is an innovation. Another contract was awarded for a similar wall which is to be 4,165 feet long and its construction is to begin imme-

diately at Cap de la Madeleine. This contract is for an amount of \$175,216.25.

I note, in the votes for the current fiscal year that an amount of \$200,000 was put aside for the construction of retaining walls at Champlain and that another amount of \$200,000 is for Cap de la Madeleine.

This is worth noting. This is about ten times as much work as was done under the former administration during the four years before 1957. I give credit for it to the Minister of Public Works and to the Conservative government.

I should like to say a few words about the proposed Trois Rivieres bridge, a project which has been under consideration for a long time. I had the honour to participate in the debate, last year, on a bill to extend by three years the rights of another government or a public body, which would care to take it under its charge. I should like now to elaborate on the remarks I made at the time. In no way should I like to displease my colleague the Minister of Transport (Mr. Balcer), but I expressed the view last year, that it seemed more appropriate to have the bridge at Cap de la Madeleine instead of Trois Rivieres. I had pointed out at the time that the shore was about 30 feet higher at Ste. Marthe in Cap de la Madeleine than at Pointe du Lac. There is a second reason which would be quite strong—a bridge that would link the mainland to the north of the river, at Ste. Marthe in Cap de la Madeleine, would connect directly with the Shawinigan-Grand'Mere-La Tuque highway, which will be completed up to Roberval, passing through the park, to end up at Quebec city.

There is still another reason. We are earnestly asking—and, in this connection, I have the support of the municipal authorities of Cap de la Madeleine and of certain advisory bodies that we respect and whose suggestions we usually consider—that Cap de la Madeleine be provided with a wharf which could accommodate vessels of a certain tonnage. This would be correlated with the proposed bridge, because a wharf which could accommodate vessels, ocean-going vessels, would also permit those vessels to unload at Cap de la Madeleine their cargo which is often shipped to industries of Cap-de-la-Madeleine, Shawinigan and Grand'Mere, and that without any traffic snarls on Duplessis bridge, thus clearing Trois Rivieres where traffic becomes particularly heavy at peak hours.

[Mr. Lahaye.]