

By Mrs. Fairclough, for Mr. Courtemanche,—Return to an Address, dated March 25, 1959, to His Excellency the Governor-General, (**Notice of Motion No. 73*) for a copy of all papers and documents regarding the Lachine Section of the St. Lawrence Deep Waterway, and more particularly, the following:

(a) "The Great Lakes-St. Lawrence Deep Waterway—A Brief Description", by Guy A. Lindsay, Director, Special Projects Branch, Department of Transport, December 22, 1951.

(b) Copy of the documents, dated either 1952 or 1953, which recommended a change of plan from a canal and locks on the North Shore of the river to a canal and locks on the South Shore.

(c) Departmental reports relating to the provision of turning basins below the Jacques Cartier Bridge; above the St. Lambert Lock; before the Cote St. Catherine Lock.

(d) Those communications from the Department of Transport to the Chief of Engineers, United States Army, in which the total cost, based upon unit cost levels of December, 1952, of the work to be undertaken by Canada in the Canadian sections of the St. Lawrence River, given as \$172,950,000.

(e) Any document giving the breakdown of the figure of \$172,950,000 into the total cost of the work in the several sections of the river; and also the major items of cost within each of such sections.

(f) The letter written by Mr. R. A. C. Henry, either as head of, or consulting engineer for the Special Projects Branch of the Department of Transport to the Chief Engineer, United States Army, on the 25th of February, 1953.

(g) The report of the Board of Engineers appointed by the Minister of Transport in 1950 to make recommendations on the improvements in Montreal Harbour by the prospective opening of the deep seaway.

(h) The text of any agreements between the Seaway Authority or any other branch of the Dominion Government on the one hand and the National Harbours Board or the Government of the Province of Quebec on the other hand, relating to the alteration or reconstruction of the Jacques Cartier and Honore Mercier Road Bridges.

By Mrs. Fairclough, for Mr. Courtemanche,—Return to an Address, dated July 1, 1959, to His Excellency the Governor-General, (**Notice of Motion No. 127*) for a copy of all correspondence, telegrams, inspection reports, test reports, agreements, contracts, and other documents and reports, exchanged between any official of the St. Lawrence Seaway Authority, any Cabinet Minister, and the United States Corps of Engineers, the St. Lawrence Seaway Development Corporation, contractors, their engineers, or any representative of the contractors, since November 13, 1956, regarding construction of the substructure and superstructure of the Cornwall High Level Bridge, and any remedial work necessitated on any part thereon.

By Mrs. Fairclough, for Mr. Courtemanche,—Return to an Order of the House, dated April 8, 1959, (**Notice of Motion No. 54*) for a copy of all correspondence, telegrams, reports by inspectors, agreements, contracts, and other documents exchanged between the St. Lawrence Seaway Authority, the Department of Transport or any other government department, and any person or persons, since January 1, 1955, relating to any work to be done on the Mercier Bridge at Montreal, Quebec.

By Mrs. Fairclough, for Mr. Courtemanche,—Return to an Address, dated May 11, 1959, to His Excellency the Governor-General, (**Notice of Motion No. 103*) for a copy of all correspondence, telegrams, reports, by St. Lawrence