

Extension of Railway to Gaspé

Anne des Monts and Matane, but there are also important colonization settlements ranging from ten to fifteen miles inland, all linked to the main highway by crossroads. From Mont Louis to Matane the whole population of this region is interested in and strongly supports this proposed extension to Ste. Anne des Monts.

I wish to present a table giving in the first column the population of each locality and in the second column its distance from the present railway terminal of Matane:

	Population	Distance from Matane miles
Mont Louis	1,250	96
Riviere a Claude	525	86
Marsoui	500	79
Ste. Marthe	905	74
St. Joachim de Tourelle	1,500	62
Sacre Coeur des Landes	500	70
Ste. Anne des Monts	4,200	57
St. Bernard des Lacs	529	65
Cap Chat	3,240	46
St. Octave de l'Avenir	1,210	56
Capucins	497	37
St. Paulin Dalibaire	1,200	45
Les Mechins	1,300	30
St. Thomas de Cherbourg	940	39
Grosses Roches	756	20
Romieu	470	31
St. Adelme	976	17
Ste. Felicite	1,704	12
Total population	22,202	—

The inland colonization settlements to which I referred previously in this area are as follows: Sacre Coeur des Landes, St. Bernard des Lacs, St. Octave de l'Avenir, St. Paulin Dalibaire, St. Thomas de Cherbourg, Romieau, and St. Adelme.

These figures, Mr. Speaker, do not include the population of the town of Matane and the municipality of Petite Matane. The statistics used also are not recent. If we take this fact into account, and add the natural increase in the population and the population of Matane and Petite Matane, the population should be in the vicinity of about 30,000 in the region which the extension line will serve immediately.

It must be remembered also that, to consider the whole problem, we must also take into account the population already served by the thirty-eight miles of railroad linking Mont Joli to Matane.

I now pass on briefly to the industries of the region. The lumbering industry and agriculture, with the exception of those localities situated east of Ste. Anne des Monts,

[Mr. Langlois (Gaspé).]

where fishing takes second place to lumbering, are the two main sources of revenue in that region. The tourist trade is also quite flourishing, especially during the summer months, but further development of this important and valuable source of revenue is greatly impaired by the lack of proper transportation facilities, particularly during the winter season. Indeed, this region affords the greatest opportunity for winter sports, owing to its rugged mountainous coast and the breath-taking beauty of its landscape. These new possibilities of the Gaspé coast were discovered some years ago by the so-called "white caravan", composed of leading newspaper men of Canada, sports writers and sports experts, who had their first opportunity of seeing Gaspé under the snow.

It is not my intention today to give an elaborate review of our forest operations, since my wish is to be as brief as possible and to avoid repeating data already accurately given in the publications referred to in this exposé of our problem. However, Mr. Speaker, I would ask to be allowed to take a few minutes of your precious time to give you some figures; for I deem it to be necessary in order to correct the wrong impression created by a recent report made to the authorities of the C.N.R. with regard to this proposed extension line. I refer to the report made in 1943 from which the Minister of Transport quoted in reply to one of my numerous speeches in the house on the subject, made on August 12, 1946. I did not mention this report in the historical part of my remarks today; I wanted to avoid duplication, since I was going to make a brief reference to it at this stage. This quotation from the report refers to the actual and future development of our lumber industry. I have here the shipping program for the 1947 navigation season for the shipping points of Cap Chat and Ste. Anne des Monts only. I find that the total shipments of lumber, including spoolwood, lath, shingles, pulpwood and so forth, amounted to 57,970 million feet board measure, or 28,985 standards. With the permission of the house, Mr. Speaker, I wish to table this shipping program.

Mr. Speaker: Has the hon. member leave of the house to introduce this table?

Some hon. Members: Agreed.

Mr. Speaker: Do I understand that the hon. member would like to have the table appear in *Hansard*?

Mr. Langlois (Gaspé): Yes.