

Private Bills—Divorce

present time. I would most earnestly commend a second highway to the minister's attention, especially from the defence point of view. From a commercial viewpoint, it would mean a great deal to the northern part of Saskatchewan and Alberta if we could have a direct highway connection, and as I have already pointed out the advantages from the tourist point of view I need not repeat them.

Mr. Badanai: Mr. Chairman, I wish to begin my remarks by saying that the question of the trans-Canada highway is of vital importance to the cities of Fort William and Port Arthur. I wish, therefore, to commend the government for the introduction of this resolution which calls for an increase in the expenditures for the purpose of improving existing portions of the trans-Canada highway and completing others. We, at the lakehead, are much concerned over the activities in connection with the development of the seaway port of Duluth in Minnesota. The Minister of Public Works had this to say on January 29, 1959 as recorded at page 512 of *Hansard*:

I wish to refer also to these famous old cities of Fort William and Port Arthur at the Canadian lakehead. They are greatly worried at this time. They see the St. Lawrence seaway being developed and they read in the *Duluth News-Tribune* of January 11 that a group of Canadians, if you please from Winnipeg are proposing to build a big port development at Duluth, Minnesota, for this purpose, and I quote from this article: "Freeman"—

Mr. Freeman is the Winnipeg promoter of this scheme.

—"is reported to have in mind making Duluth the port for the rapidly developing western Canadian provinces as well as the midwestern and western parts of the United States."

This is not the whole story. I wish to quote from an article in the same paper to which the minister referred:

The authority (that is, the authority of the port of Duluth) also expects Duluth to benefit through trade in Canada and Alaska. The distance from Fairbanks, Alaska, to Rotterdam, for example, is 3,200 miles shorter through Duluth than through the Panama canal. The Alcan highway would become the route for overland traffic between this port and Alaska.

In addition to this huge development, it has been reported that a four-lane highway is being considered from Duluth to Winnipeg. This highway, Mr. Chairman, would undoubtedly attract business away from the lakehead ports on which the government, as stated by the Minister of Public Works, will spend \$5.5 million. It has been estimated that as soon as the seaway is completed the number of motor transports expected to carry freight to the prairie provinces will reach a daily total of between 50 and 100. The present highway west of the lakehead to Winnipeg is

in such poor condition that I am sure it could never sustain such traffic. The only solution appears to be a four-lane highway between the lakehead and Winnipeg.

As far back as 1956 the hon. member for Victoria had this to say with regard to the necessity of building a four-lane trans-Canada highway, and I quote from *Hansard* for March 22, 1956, page 2523:

But this is a national road and it should be built, not 10 per cent of the gap but all the gap, by this federal government at least to the extent of 90 per cent.

Then farther down he says:

This road should be built to a minimum width of 30 feet, and where the traffic is heavy it should be at least a four-lane highway.

This is the point we are stressing so far as the lakehead is concerned, the necessity of a four-lane highway to carry the heavy traffic which we expect as a result of the construction of the St. Lawrence seaway.

Now, the present Minister of Justice blasted the then government in the following words—

The Chairman: Order. It being five o'clock the house will proceed to the consideration of public and private bills.

Progress reported.

PRIVATE BILLS**SECOND READINGS—SENATE BILLS**

The house resumed, from Tuesday, February 17, consideration of the motion of Mr. McCleave for the second reading of the following bills:

Bill SD-19, for the relief of Ruth Georgina Potts Dobie.

Bill SD-20, for the relief of Patricia Burnell Fraser Rosensweig.

Mr. Deputy Speaker: I must advise the house that if the hon. member speaks now, he will close the debate.

Mr. R. J. McCleave (Halifax): Mr. Speaker, these two bills have been before the house on two separate occasions in the past week and I do not propose to take more than a minute or two to dispose of the points that have been made by the hon. members who have preceded me in this debate, including particularly the hon. member for Edmonton West (Mr. Lambert) and the hon. member for Athabasca (Mr. Bigg). In discussing the evidence they brought forward some points which, if accepted by this hon. house, would in effect probably force hon. members to vote against both of these bills.

I could go into a discussion of the evidence in order to meet the arguments they have advanced. However, I do not propose to do so today. I think that we have perhaps had