

*The Address—Mr. Duclos*

riding of Montmorency which was kind enough to trust me in the last general election.

Mr. Speaker, I should also like to congratulate you on the important task that has been entrusted to you. I wish you every success and satisfaction in the performance of your duties as Speaker of this House.

In another vein, I am sorry the absence of our Governor General has cast a shadow over the opening session of this 30th Parliament. I am sure that I speak for all hon. members in this House in wishing him prompt recovery and return to the performance of his high duties. It is however reassuring, Mr. Speaker, to see that he is replaced, in the circumstances, by a person of the calibre of the Right Hon. Justice Bora Laskin.

Mr. Speaker, as is the tradition, I would like to begin by saying some words about the riding I have the privilege of representing since the election of last July. The constituency of Montmorency was created for the election of 1965. Located northeast of Quebec City, it stretches from the towns of Charlesbourg and Orsainville, directly north of Quebec City, whose northeastern limits it follows, then along the St. Lawrence River, down to the town of Saint-Joachim, located some 30 miles east of Quebec City. In short, there are approximately 21 towns and cities in my riding.

Mr. Speaker, most members would better understand if I told them that in the constituency of Montmorency we find this natural jewel that is Île d'Orléans, also Montmorency Falls, the well-known sanctuary of Sainte Anne de Beaupré as well as Mont Sainte Anne ski centre.

A large part of the riding of Montmorency covers what used to be an agricultural area, the Île d'Orléans on the one hand and the stretch of land bordering the St. Lawrence between Ange-Gardien and the municipality of Saint-Joachim, on the other hand.

It is said that today hardly 2 per cent of the labour force in the riding of Montmorency are working in agriculture. Indeed, most of the people are employed in the manufacturing and construction industries, in government and related services, in business and the public service in general.

An integral part of the greater Quebec City area, the riding of Montmorency experiences a progress that is closely dependent on and related to the development of the area as a whole. Some of the investments the federal government contributed these last few years to the substructure in the greater Quebec City area directly benefited the population of the riding of Montmorency. I would like to list a few of these investments. For instance, there is the \$18 million granted for the construction of Capital Boulevard, the circular road around Greater Quebec City which allows the people of the Montmorency constituency to gain quick access to the western part of the Quebec City area. There are also the facilities at Mont Sainte-Anne to which the Department of Regional Economic Expansion has earmarked \$13 million. Finally, there is the widening of Henri-Bourassa Boulevard, for which the Department has spent \$9 million to link Capital Boulevard to the sand banks of Beauport so that, eventually, and as soon as possible, they may be converted into a port.

[Mr. Duclos.]

I have mentioned all these investments, Mr. Speaker, but, in my opinion, they must be only a beginning. Indeed, the economic development needs of my constituency are great, especially since it has an unemployment rate of approximately 8 per cent. It is therefore important that policies be implemented to create in Greater Quebec City a centre of economic development which will allow it to back up the area of Montreal, which now contains the whole Quebec manufacturing industry. In my opinion, any strategy aiming at creating such a development centre must be based upon the development of the port of Quebec City. But, as shown in a report prepared for the Department of Regional Economic Expansion, it would be only natural for the port of Quebec City, where activity has more than doubled during the last five years, to be expanded eastwards, in other words, towards the Montmorency constituency. This would mean a gradual conversion of the sand banks, that is, of the part of the constituency which includes the land between the properties of the Anglo Canadian Pulp and Paper Mills Limited and the bridge of Orleans Island.

Indeed, Mr. Speaker, several factors would make such a government initiative desirable. First, the fact that the channel to the south of Orleans Island is now being dredged to a depth of 41 feet, which would allow access to 125,000-tonners, ships with a 54-foot draught. For example, because of the river's configuration, only ships of 40,000 tons can reach the Montreal harbour.

One must also take into account the quantity of space available; there is a five mile long zone, which is about 500 feet deep, that could be used for a port.

There is also additional space available behind port facilities that could be used for an industrial harbour sector.

Finally, the sandbanks are linked by the Henri-Bourassa boulevard I just mentioned and boulevard de la Capitale with the main roads of the Quebec and Canada network.

Such a development of the port of Quebec, Mr. Speaker, would undoubtedly attract advanced technology industries that would create well paid jobs for this group of technologists and skilled workers formed of many young people entering the labour market.

Those industries can pay attractive wages more especially owing to their extremely high productivity rate.

I also wish to point out the importance of a direct air service between New York and Quebec City. Such a connection would promote the development of tourism which is centered in my constituency on the sports activities at Mont Sainte-Anne. Indeed, it would give rise to a greater influx of American tourists who would come to ski during winter. I therefore hope that the government will take the necessary steps in order that the difficult negotiations undertaken with the American government be successfully completed.

Mr. Speaker, I mentioned a while ago that the Orleans Island appeared to me to be a natural gem. For this reason, I would like to express my appreciation to the federal government for its financial contribution for carrying out a protection and development plan of the Orleans Island.

It seems essential to me that we avoid that economic development, without being against it, should be tan-