

*Supply—Public Works*

**Mr. Badanai:** Mr. Chairman, the municipal council of the city of Fort William have from time to time endeavoured to obtain consideration from the federal government on some of their more important requirements, among which are two bridges. A few months ago I received a resolution passed by the council of the corporation of the city of Fort William which reads as follows:

That we petition the federal government through the Lakehead harbour commission to begin construction of a bridge across the Kaministikwia river as an extension of Eighth avenue to the City road to provide access to highway 61.

The construction of a bridge is essential to provide an alternate approach to the islands—

**Mr. Churchill:** Mr. Chairman, I hesitate to interrupt the hon. gentleman but the federal responsibility applies to international bridges or interprovincial bridges, and I think the hon. member is referring to bridges which are not in those two categories.

**Mr. Badanai:** Mr. Chairman, I would point out that the bridge in question has to do with road access to the new seaway terminal which is located between the two islands. The islands in the city of Fort William provide part of the port facilities under the jurisdiction of the lakehead harbour commission. The lack of adequate bridges over the Kaministikwia and the Mission rivers is one of the major and most serious obstacles which is retarding the development of our city's growth and its industrial potential.

The lakehead planning board wrote to me last year in connection with this matter. I should like to quote from that letter:

The traffic report from the lakehead, 1960, indicated the need for the all year round permanent bridge across the Kaministikwia river in the third stage of the road proposal. Subsequent to the report, the technical co-ordinating committee met with the consultants and agreed that

(a) because of the crisis potential of the existing bridge at James street in that it can be taken out of action at any time by a navigational accident;

(b) and in view of the agreement by the city of Fort William and the municipality of Neebing to provide fire protection services in the South Neebing area, which protection would be meaningless in a traffic situation development at James street bridge;

(c) and in view of the emergency measures proposals and civil defence requirement which is certainly not in the happiest situation due to (a) above;

(d) and in view of the increase in tourist and general traffic coming along the international highway 61, meeting in a traffic bottleneck at the James street bridge, the planning board asks that the proposed bridge over the Kaministikwia river receive immediate consideration.

I have indicated on previous occasions the need for a bridge over the Mission river. We do expect some assistance from the federal government in this connection because this bridge has to do with communication between

[Mr. Churchill.]

the two islands over navigable waters, which are under federal jurisdiction.

The Premium Ore Company, which is headed by Cyrus Eaton, the chairman of the board of Steep Rock Iron Mines, has an option on an extensive piece of land on Mission island for such a project. But apart from the great development which can be expected to follow the provision of these new bridges, I ask the minister to consider the situation which would arise if anything were to happen to either of the single bridges that are serving at the present time. These bridges were built some 65 years ago and were never meant to carry present day traffic, to say nothing of the heavy oil motor tankers and continental transport trucks now being used on this route.

Following successful representations made to Sir Alex. Gibb and Associates, consultants to the ocean terminal dock project, to have the Fort William temporary access road into the terminal site—as distinct from the Port Arthur temporary access—changed to a point to cross the Neebing river at the extension of 10th avenue, it now appears necessary to look more closely at this intended access road and put it on a more permanent footing. The reason 10th avenue was advocated for this temporary access way was because 10th avenue had previously been selected as the final approximate location of the proposed lakeshore highway, at least in this section of the city of Fort William. The shadow plan for the lakehead calls for the eventual construction of a main highway crossing the two islands and linking up with the mainland road system.

Apart from the fact that those portions of this proposed highway in the city of Fort William territorial limits, when built will undoubtedly accelerate the opening of the islands to full industrial development, the proximity of the proposed ocean terminal site to this highway, as extended into Port Arthur, is another reason why we should not delay in furthering this highway proposal with all due dispatch.

The chief stumbling block to the implementation of this proposal would appear to be the need for the two new bridges to complete this project which, when built, would complete this highway within Fort William's corporate limits. The bridges should preferably be of the high level type to ensure maximum efficiency. The efficiency of bascule or swing bridges would always be at the mercy of every ship that entered that part of Fort William's harbour encompassed by the Kam, the McKellar and the Mission rivers.

Current road access into any part of the 30 odd miles of lakeshore harbour development, both existing and potential, is in an