

The Budget—Mr. Gendron

port which has an international part to play or it will forever miss the boat.

It is up to Quebec, through which runs the stately St. Lawrence River, to realize the importance of this project and to promote it, just as Nova Scotia is promoting the port of Halifax and New Brunswick, St. John harbour.

I come now to the importance of Gros-Cacouna as a winter port which is due to its first rate location as a transit point. Gros-Cacouna can handle all types of ships in winter. Being the furthestmost inland port, it is thus the most competitive and the most capable of serving Canadian shippers who, from Moose Jaw in Saskatchewan, have as much interest in selecting both eastern and western ports for the shipping of their products.

Is it unwarranted to claim the role of winter port for Gros-Cacouna? Let us hear the unquestionable evidence of experts on that subject.

The ice conditions around Gros-Cacouna Island have been examined for a long time. Studies made by Mr. W. A. Black, of the Geographical Branch, by Mr. B. Robitaille entitled "Rapport préliminaire sur les glaces fluviales à l'Île de Cacouna", geographical study No. 10, and the study No. 24, by Mr. Michel Brochu, all reach the same conclusion. I will quote from page 68 of the study No. 24 by Mr. Michael Brochu:

As was suggested by Mr. Benoit Robitaille in 1956, in a paper on the development of a winter port in that area, the most appropriate location for an adequate summer and winter port would be the south-western point of the Gros-Cacouna peninsula, 10 miles east of Rivière-du-Loup. An islet to the north-east of Gros-Cacouna would also provide an excellent location for a deep-water wharf that could accommodate ocean-going ships as well as coasting vessels.

That islet, like the south-western point of the peninsula, has a very edgy shore, without strand and free most of the time of heavy ice concentrations, perhaps due to the powerful currents there; as was pointed out by Mr. Benoit Robitaille (1956), this is an exceptional asset for the south shore of the St. Lawrence.

It must be noted that on the south shore of the St. Lawrence, from Montreal to Gaspé, Gros-Cacouna is the only place which deserves to be selected as the best location for the establishment of a winter port.

The geographical location is unequalled and its easy access all year round is unique. Now, is traffic available.

In studies conducted in 1967 and entitled "Traffic potential of the port of Gros-

Cacouna"—which studies, by the way, cost \$40,000 to the taxpayers—Sorès Inc. showed clearly what goods might be shipped from that seaport and concluded that, being a winter port, 1,700,000 tons of goods could be handled, provided the required facilities were provided. First of all, a wharf, railroads and other services had to be built.

Whereas the promoters of the development of this port are aware of its tremendous possibilities for transit and winter operations, they are also conscious of its regional importance.

The people in that area need that port for their survival, for the major obstacle to the setting up of industries in our area, is its remoteness from the market and the necessity to reduce transportation costs.

As yet, the best way to reduce transportation costs is still water transportation.

Mr. Pierre Camu, now president of the St. Lawrence Seaway, and formerly director of the Laval University research department, said on page 25 of a brief on transport in the Lower St. Lawrence, and I quote:

Retaining only 50 per cent of the pulp and lumber shipments because of the competition of the other means of transportation and port facilities, we reach a total of 585,000 tons for that area and a total potential tonnage of 1,227,000 tons.

• (3:20 p.m.)

Minimum traffic which justifies more adequate harbour facilities. If complementary in-going or out-going traffic were added for each of these regions, the volume would easily reach 2 million tons.

Rivière-du-Loup has a natural hinterland which has never been properly joined to this town on the St. Lawrence; if an adequate harbour were built in that hinterland, it would contribute to the economic growth of the adjacent region.

In his study, Sorès has reached the same conclusions. We know of the eloquent evidence given by all the leaders in this region which includes northern Maine, northern New Brunswick and the counties of Quebec, particularly the Témiscouata valley, which need this outlet towards the sea.

Perhaps it would be beside the point to list all the agricultural, commercial and industrial advantages but, in any case, there is no time.

But one example would prove the point. With this service, a pulp and paper company such as F. F. Soucy Inc. would save \$7 a ton—at the rate of 100 tons a day, it would be \$700—which would make the difference for a company between being a marginal industry or an economic operation.