

Canadian Centennial

Caughnawaga, better known as the La Prairie basin, which are quite capable of development as a south shore harbour and industrial frontage, all directly accessible to rail as well as deep water transportation. Indeed, this area is today developing at a fast rate. I wish I had time to go into the amount of expenditure already made by industries which have been establishing themselves in this area. To mention but a few, there is a titanium industry, a number of trans-shipment docks, an ammonia industry and a new town called Candiac which has received a charter from the province of Quebec and which proposes to develop 2,500 acres of land with a population of 50,000 people. I spoke earlier of the steel industry where I understand land has been optioned by certain steel interests for the possible development of a metallurgical industry in that area.

Mr. McIvor: Would the hon. member allow a question? I understand that this seaway would never have been built and it very nearly did go wrong, but the Right Hon. C. D. Howe, meeting with United States officials said: "We appreciate your co-operation, but whether you co-operate or not, we are going ahead". When the hon. member is speaking of great men in Canada he should give honour to whom honour is due.

An hon. Member: What about Premier Frost?

Mr. Chevrier: I did not have notice of this question,—

Mr. Knowles (Winnipeg North Centre): Put it on the order paper.

Mr. Chevrier:—but I think perhaps I could read from this survey which would deal with the hon. member's question. The survey was made by Joseph R. Hartley and is entitled "The Effects of the St. Lawrence Seaway on Grain Movements". He states in one of the recommendations as follows:

Finally in 1951 Canada announced that she would build the seaway with or without our co-operation. This ultimatum had more effect upon congress than all the economic and political arguments that had ever been marshalled and congress speedily voted to go ahead.

This strong attitude was taken by the present Leader of the Opposition (Mr. St. Laurent) and the former minister of trade and commerce, both of whom played a most important part in advancing this project before our neighbours to the south.

Now if I may go on with my suggestion? What I want to see is an orderly completion of the seaway. It is possible to visualize an industrial zone identified with direct and common paths of power and transportation

[Mr. Chevrier.]

which will extend from the head of the international section at Prescott on the west, through the remade seaway valley of the river, eastward through Cornwall, Valleyfield, Beauharnois to Montreal, Longueuil, Boucherville, Varennes, Vercheres, and Sorel to Nicolet at the foot of lake Saint Pierre. This will be Eastern Canada's industrial "Gold Coast" and may be expected ultimately to be a prime centre of rail traffic in the St. Lawrence valley. That is why, since most of this zone will be in the La Prairie section, it becomes of utmost importance to see that the area is properly controlled and planned for future development. Furthermore, unless some body takes it over there is bound to be chaos. A committee has already been established comprised of various groups of people to deal with this very proposal and I hope one of the recommendations which it will make is that the national harbours board should take over that area. I hope the board will take it over, because industry which is now coming into that area will at least be able to know what it may expect in the future.

The fifth suggestion I have to make is that the seaway authority should be given title to the Beauharnois and Welland canals. After all, as my hon. friend the Minister of Transport knows, if tolls are to be collected there must be title in the authority collecting them. As it is now, I believe title to both the Beauharnois canal and the Welland canal is today vested in the Department of Transport. While under the act the authority would, I think, have in equity the right nonetheless to collect tolls, in my opinion it would be in the interests of good administration that the seaway authority be given title to these canals so that when the question of tolls arises they will not have someone raise the point, legal or technical, that they are not authorized to collect tolls on those two canals.

As the house knows, the seaway authority has title in the rest of the seaway because it received it through expropriations both in the La Prairie section and at Iroquois where that lock was opened recently.

The sixth suggestion I make is that a new bridge should be erected by the federal government between Montreal and the south shore, downstream from the Jacques Cartier bridge. The house will remember that when these matters were being discussed by the last parliament it was felt that the transportation facilities across the island of Montreal—at least from the island of Montreal to the south shore—were not sufficient at that time to meet traffic conditions. Giving heed to these suggestions, the federal government decided to