

*Canadian National Railways*

Mr. Speaker, if I do so tonight, it is because the subject has been discussed for several years, and because I should like to remind the house of the eight proposed routes that were considered by the government of the time, and therefore by the Department of Transport. We considered that project, and more particularly the possibility of buying the Canada Gulf and Terminal railway, in 1927, 1930, 1943, 1946 and 1949. Of course, the government of the time did seriously consider the matter, and I should like here to put on the record the eight proposed routes that were considered at the time.

First of all, we had to consider the purchase, by the Canadian National Railways, of the Canada Gulf and Terminal, that is the railway linking Mont Joli with Matane.

Extension of the railway from Matane to Ste. Anne des Monts was also considered, as well as the building of a line which would go from Ste. Anne des Monts to Gaspé Copper Mines on the one side, and on the other side to the property of the Federal Metals Corporation.

We also considered a route which would extend from Sayabec to the property of the Federal Metals Corporation. Another route extended from Amqui to the same property.

Also considered was the possibility of building a railway line extending from Gaspé Copper Mines, to Gaspé, along the York river, and another one which would also extend from Gaspé to the property of Gaspé Copper mines, but along the St. John river.

Finally, a route was also considered that would extend from the C.N.R. Cascapedia to the property of the Federal Metals Corporation.

Mr. Speaker, that clearly indicates that we did, at the time, make a serious study of proposed routes for a railway line in the Gaspé peninsula.

I also recall that we had carefully considered the possibility of having the Canada Gulf and Terminal purchased by the Canadian National Railways but the difference between the price asked for the Canada Gulf and Terminal and the price suggested by the Canadian National Railways was to considerable that it was impossible to come to any agreement.

So that, the government did have the matter considered from every angle. Unfortunately, eight or ten years later, I am unable to remember all that happened at that time. However, I did get a map of the Gaspé peninsula and with this, added to the circumstances that I do recall, I can remember to a certain extent what took place at the time.

If my memory does not betray me, a member of parliament was particularly inter-

ested in that matter. It was the former hon. member for Gaspé, Mr. Leopold Langlois, who was parliamentary assistant to the post-master general and then to the minister of transport. He tried, on various occasions, to get some agreement between the mine owners who, at that time, were to settle in the Murdochville area, and the officials of the Canadian National Railways with whom he had several talks, which have prepared the way for this government if it should decide to settle the matter.

At that time, the government built many railroads and branch lines throughout Canada, including several in the province of Quebec. We might mention, among others, the Barraute-Kiask Falls line, which the Canadian National built to service the timber limits, which, according to what the president of the C.N.R. told us recently, at a committee sitting, is a very profitable proposition. There was also the railway from Beattyville to Chibougamau, and the one from Chibougamau to St. Felicien, both built under the former government and now in operation. There was also a short line of some 50 miles, from Sherridon to Lynn Lake, in Manitoba. There has been another one of the same length in British Columbia, without mentioning several small lines in New Brunswick and Ontario. Having undertaken to build those lines at that time the government was unable to give closer attention to the required railroad in the Gaspé peninsula.

But in the meantime, circumstances have changed as the hon. member for Gaspé (Mr. English) said in his remarks in this house, as may be seen on page 4476 of the official record. As a matter of fact, he pointed out to hon. members that the development of ore deposits and national resources now going on in that area might very well change the financial picture of a railroad. I was more particularly interested by what the hon. member said, as appears on page 4476 of *Hansard* dated June 2, 1960, and I quote:

Ever since 1957, when I was first elected to represent the constituency of Gaspé, I have been asking that a railroad be built between Matane and Ste. Anne des Monts. I raised the matter in 1958 and 1959, and I raise it again in 1960.

With all due respect for the hon. member, I want to tell him that there are many members from the province of Quebec, on both sides of this house, who have requested this railway for many years. Now, not only must the hon. member request it, he must do more than that: he must act. He must convince the government that the circumstances have changed because of mining operations, because of the natural resources development in the