

areas of Storrington will not know how to reach their recreational destinations and will probably go elsewhere.

I thank the minister for his letter of March 20 in response to my question. I note that he suggests that I send him a copy of the petition which I received from the local residents and that the matters of a temporary bridge will be reconsidered. I have with me another copy of the petition which I send him now across the floor of the House.

● (2222)

I called today at the site of construction and I was very courteously received by the departmental men in charge and by the contractor. I was in touch from there by telephone with Mr. Ken Dick, the department's superintendent of investigation of construction at Cornwall, and Mr. Christakos, the Ontario regional director, and they stated they were only too glad to co-operate in something economically feasible that would help to solve the temporary transportation problem at Brass Point.

I thank the minister and his department for the action being taken to provide us with a new bridge at Brass Point, and for the action that I am sure will now be taken to provide either a ferry service or a temporary bridge to solve this problem.

Mr. Ross Milne (Parliamentary Secretary to Minister of Indian Affairs and Northern Development): I am sorry, Mr. Speaker, to learn that the hon. member for Frontenac-Lennox and Addington (Mr. Alkenbrack) does not intend to contest the seat for the next parliament. I think that we have differed on many issues at times, but I want to wish him well in his retirement and to say that I think he has been a tremendous ambassador for the constituency that he has represented so

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ably over the years. Indeed, tonight he is here at this late hour speaking on behalf of the concern of his constituents.

The hon. member might be interested, Mr. Speaker, to know that the Brass Point bridge, which is being reconstructed, dates from 1887 when it was built and paid for by the department of railways and canals. About 75 years ago, the original wood spans were replaced by four steel spans. Five years ago, the load limit of the bridge was reduced from five tons to two tons because an underwater investigation showed that the cribs, which were constructed prior to 1900, were not capable of supporting heavy loads. As a result, a decision was made to build a new bridge with a load limit of 15 tons, capable of carrying school buses, ambulances and fire-fighting vehicles.

The townships of Pittsburgh and Storrington were advised of the decision to build a new bridge and were invited to a meeting with the contractor. The matter of a temporary bridge was raised at this initial meeting. It was the consensus of that meeting that it was not practical to place a temporary crossing because of the length of the crossing, the depth of the water and the fact that vessels would have to be accommodated during the navigation season. Moreover, the cost of providing a temporary bridge has been estimated at more than \$250,000.

In keeping with the minister's letter to the hon. member, and being in receipt of the petition he sent across the floor tonight, I will give him the undertaking that the minister and the department will have a further look at what alternatives might be available to solve this problem.

Mr. Deputy Speaker: The motion to adjourn the House is now deemed to have been adopted. Accordingly, this House stands adjourned until two o'clock tomorrow afternoon.

Motion agreed to and the House adjourned at 10:24 p.m.