

Supply—Transport

Mr. Pigeon: I made this request when I was asking a question in this house, and the hon. member says that I made it during an election campaign.

Mr. Deschatelets: Mr. Chairman, I ask you to be lenient with the hon. member, because there is no question of privilege. However, he will not have many years to make up for lost time, because he lacks a little experience.

I have here the May 15, 1960 issue of the newspaper *L'Echo des Monts*, in which the previous minister of transport, Mr. Hees, vetoed the proposed building of a bridge in the east of Montreal. Moreover, on February 9, 1960, Mr. Hees wrote a long letter to the mayors of the towns on the south shore of Montreal. I will only read the last sentence of the letter, for it is too long to be read into *Hansard* in its entirety. He concludes with these words:

I therefore regret to have to inform you that I cannot accept the responsibility for that project.

That project being, of course, the building of a bridge in the east of Montreal, which had been promised and in respect of which the Associate Minister of National Defence had said that construction would begin a year or two ago.

Well, Mr. Chairman, that bridge has become an urgent need for the city of Montreal. That is why, in a non-partisan spirit, I should like first of all to ask the Minister of Transport to tell us if the present government is considering the building of a bridge in the east of Montreal. Moreover, I should like to bring to the minister's attention the following fact: The obstacles arising from the works on the development of the St. Lawrence seaway and on the building of the Champlain bridge have now disappeared. And if the Minister of Transport will refer to the correspondence exchanged on this subject in the past, he will see that the matter has become of great urgency.

May I now quote a few words put on the record on June 2, 1960, especially a statement made by the member for Laurier (Mr. Chevrier) who then said:

Let me say a final word about the construction of a new bridge between Montreal and the south shore east of the Jacques Cartier bridge. I have on more than one occasion beginning in 1957 referred to a report which is in the Department of Transport entitled "The St. Lawrence Ship Channel and Montreal Harbour Committee of 1950; Report on the terms of reference thereof". This is a report which dealt with the construction of facilities in the Montreal harbour and east of that harbour that would have to be undertaken following the completion of the St. Lawrence seaway. The report is a voluminous one. I have only the report dealing with one reference but there are four or five references. Somewhere in this report

[Mr. Pigeon.]

it is stated that a bridge should be constructed east of the Jacques Cartier bridge linking Montreal and the south shore.

Mr. Chairman, before turning to other matters, I ask the minister to reconsider the position taken by his predecessor who had refused to implement that project. I ask him to tell the house that this government intends to start work in the near future on this project which is so vital and urgent, not only for the city of Montreal, but also for the south shore and all the metropolitan area.

Mr. Chairman, I wish now to say a few words about improvements that are urgently needed in the Montreal harbour. I have here an article published in *La Presse* on September 12, 1960. It is entitled:

This stranger, our harbour.

The Montreal harbour has its back to the city and it seems that everything is done to keep the Montreal population away from it, to make it difficult of access, while it is the opposite that is true in all other maritime centres of the world, whether it is New York, Boston, Hamburg, Naples or London. The harbour is a marvellous place to see and it is one of those economic centres for tourists and local citizens to visit.

I find most unfortunate the attitude taken on the matter by the national harbours board. A striking example of this unpleasant and intolerant attitude, is the fact that, early this spring—the minister will remember—fishing was forbidden to my fellow citizens in the harbour of Montreal. Since the beginning of things the people of Montreal, when spring comes, have been going down to the harbour for a little line fishing. There were a few hundreds of them, most of whom could not afford to go fishing outside the city. It had become a tradition. Now about three weeks ago I was amazed to hear that the harbour had been completely forbidden to the fishermen.

I asked the minister at the time to tell us who was responsible for such a silly order, for it was really a piece of stupidity. Fortunately, this regulation was subsequently reconsidered by the national harbours board and anglers were again admitted to the harbour.

Well, let me remind you that in 1956-57, the Liberal administration voted about \$57 million for the improvement of Montreal harbour. Projects of unusual importance were carried out, so that Montreal is now the first port of the country. Indeed, Montreal harbour is one of the finest in the world. The