

*Supply—Transport*

bridge and other works in connection therewith, \$12,100,000; approaches to the Jacques Cartier bridge, etc. \$8,400,000.

When this matter is determined—and it has not yet been determined, so I understand, by those interested—there is no doubt but that the minister and the government will be approached and there are two things that come to my mind now. The first is that in view of the tremendous cost of this scheme to the city of Montreal it may well be impossible for the city to build this without assistance, and I am wondering whether the minister could not give consideration to making a substantial contribution toward the construction thereof. The alternative is that if in the consideration of the Trans-Canada Highway Act the province of Quebec in its wisdom decided to make this expressway a part of the trans-Canada highway, it could then, by virtue of the provisions of that act, obtain a substantial contribution toward this construction.

The point I wish to make—and I want to make it as clearly as I can—is that this whole matter is not only of vital importance to the city of Montreal and to the metropolitan area but it is also of importance to the interests which the minister represents in this house—to the national harbours board over whose property this expressway will run; to the C.N.R., whose property will be taken in part for the construction, and to the Lachine canal now under the jurisdiction of the St. Lawrence seaway authority.

I believe some 30 or 35 acres of federal property will be involved in this project, and I invite the minister to give his earnest consideration to this proposal, which is of vital necessity to the city of Montreal.

**Mr. Howard:** The other day I was dealing with coastal shipping on the west coast. Just before I reached the completion of my time I made some slight reference to the question of subsidies and subventions made by the department to Union Steamships and, more lately, to the Northland Navigation Company. There was then an interjection in the form of a question by the hon. member for Vancouver South. I did not hear the remark very clearly at that time, but it was: "Will you go into the matter of their subsidies"? I understood the hon. member to mean, at that time, the subsidies to Northland Navigation, and I replied as reported on page 4497 of *Hansard*:

The amount is \$294,000.

Then the hon. member for Vancouver South said:

One million dollars is what Union Steamships asked for.

Then, at that point, the chairman intervened to point out that my time had expired. I did not know the full amount of subvention or subsidy for which Union Steamships asked, but I understood it was in the neighbourhood of \$600,000 or \$700,000, plus an extra subvention which brought it close to \$1 million. I know it was a substantial amount.

Union Steamships Limited, which had a virtual monopoly of coastal shipping for a number of years, has now been replaced by Northland Navigation Company which also has a virtual monopoly over coastal shipping on the west coast, although there are other competing firms which interest themselves in shipping by barge and freight but which are not in the business of providing passenger service to the up-coast points.

When the transitional period between the time that Union Steamships were operating under subvention and the time that Northland Navigation Company entered the picture and received a subvention, the department officials, the minister and the chairman of the Canadian maritime commission, then Mr. Odette, were extremely kind and arranged for the hon. member for Comox-Alberni, who is also affected by this shipping problem on the west coast, and myself to sit down with them and go into quite a bit of detail, by the use of maps and other materials, and to point out in each of our respective districts the communities that were involved and the need that existed for providing facilities to those communities.

The hon. member for Comox-Alberni dealt with this question the other evening—I believe it was a week ago yesterday—when the estimates were also before the committee, and he also mentioned the need for better coastal shipping services. I, of course, reiterate the same thing and indicate that there has been a deterioration in and a lessening of the service provided by Northland Navigation Company to the west coast points.

In this regard I should like, if I may, to draw some brief comparison between the subsidies and subventions payable on the east coast with those payable on the west coast. This is detailed in the estimates and I do not think it is necessary to pick them out in detail at the moment. There are a number of companies listed under east coast services which provide services between different points which receive an amount of money somewhere in the neighbourhood of \$5,750,000. This is listed on page 563 of the details in the estimates book for the year ending 1961. At a rough guess I would say there are around 20 or so items of subventions listed for eastern local services, and two for western local services. If even a portion of the money