

*Supply—Transport*

greatly help the development of industry in our region, not only that of aluminum but of newsprint also. The Saguenay-Lake St. John region can claim that it supplies a great part of the newsprint going to New York and other eastern U.S. cities. The Saguenay-Lake St. John area supplies the newsprint for the New York and the eastern U.S. newspapers. We are proud of it but if we had shipping, even during the winter, on the Saguenay, we could produce even more newsprint and supply a larger quantity to the eastern United States.

It would be beneficial not only to the area but to the whole country. Our trade balance shows a deficit. If we increased our exports of aluminum and paper, then our trade balance would be reduced, the deficit would be cut and this would benefit the whole country.

Mr. Chairman, I cannot insist too much on the necessity and the possibility of having year round shipping on the Saguenay. It is one of the most beautiful rivers in Canada. If you want to see for yourself, I urge all members of the house to take a cruise on the Saguenay—

**Mr. Langlois (Chicoutimi):** There are no more cruises.

**Mr. Grégoire:** You will see that this is one of the most beautiful waterways. The member for Chicoutimi says that this service has been discontinued. It is true and again it is nonsense that Canada Steamship Lines should discontinue it. However, the member for Chicoutimi was the first, with a delegation of citizens of his riding, and of the Charlevoix riding, to go and meet the Minister of Transport in order to exert pressures for a continuation of this service, at least until after 1967, the year of the World Fair.

Come and see the Saguenay. Arriving at Chicoutimi, you will see one of the best yacht clubs in the world, which, last year I believe, was awarded first prize in Canada.

The river should be open the year round. It is possible. All you need is an ice-breaker. The Minister of Transport could provide one extra icebreaker. It could be built at Lauzon shipyards. This would provide employment for the working class in the area of Lauzon, it would mean jobs for longshoremen of the Bagotville-Port Alfred area, jobs for forest workers in the Saguenay-Lake St. John area, cutting lumber so as to make paper to be shipped to New York over the winter. It would boost the economy of the whole region.

In the economic system, every link is important: one ice-breaker would help improve the economy of our region.

I shall further ask the Minister of Transport to make a statement in the course of the present debate on item No. 1 of his estimates. I should like him to promise us that, beginning next year, the Saguenay river will be open to navigation all year round, winter and summer alike.

Mr. Chairman, I should like to draw the minister's attention to another problem, for I see that the members who represent the city of Quebec today do not seem to be particularly concerned with it. There are three in this house, including the former Parliamentary Secretary to the Minister of Transport; they sit on the government side, but not one of them has spoken. As Quebec city is so poorly represented in parliament since the last election and there is no one to take care of its interests, it is my duty to do so in the name of the city of Quebec.

On entering the city, you notice railroad tracks right through it, namely in lower town, across main streets such as Dorchester, De la Couronne, Marie de l'Incarnation, Marguerite Bourgeoys. There are no overpasses. At rush hours, whether in the morning or in the evening, the trains, whether passenger, express or freight, run slowly through Quebec City, and for five or ten minutes they delay the traffic in both directions. This means that hundreds and even thousands of automobiles can be delayed for fifteen minutes every morning and every evening.

How is it that, in 1966, in times of progress such as we know, in the heart of Quebec City, the first city founded in Canada, one can see in business areas, on business streets, at the rush hour, railroad crossings slowing down traffic beyond anything imaginable?

It would be high time, Mr. Chairman, for the board of transport commissioners, which has a special budget for the construction of overpasses, to plan the removal of level crossings in Quebec City, since this is unjustifiable in 1966.

Three years ago I quoted figures which I do not have on hand but which can easily be checked in *Hansard*. Scarcely 5 per cent of the amount allotted for the construction of overpasses by the board of transport commissioners had then been spent in Quebec, while Ontario received almost 70 per cent of the total budget.