

The Budget—Mr. Gendron

technical study on Gros-Cacouna island on behalf of the federal Department of Public Works.

On March 30, 1960, a delegation from that area appeared before and submitted briefs to the Royal McPherson Commission on Transportation, in Ottawa.

In April 1961 the Department of Public Works authorized the construction of a model in the laboratory of the National Research Council in Ottawa in order to study the movement of ice due to currents and prevailing winds, and also its possible effects on the harbour facilities at Gros-Cacouna.

On February 26, 1962 the hon. Léon Balcer, federal Minister of Transport, said that expenditures amounting to \$50,000 had been approved by the Treasury Board for the construction, for study purposes, of a small-scale model of the future port facilities at Gros-Cacouna.

Governor Clauson, of the State of Maine, who was surely interested, as well as his successor, in protecting the port of Portland in Maine, stated at the 60th annual convention of insurance agents held in Rockland, Maine: As governor of the State of Maine, it is my duty, in order to safeguard the interests of the northern part of the State, to approve the building of this sea port in Gros-Cacouna. He added that the making of Rivière-du-Loup into a deep-sea port would give the people of northern Maine new opportunities for industrial development and activity.

In March 1960, his successor, governor John H. Reed, wrote to the right hon. John Diefenbaker, and I quote:

I am most happy to approve the project of a sea port at Rivière-du-Loup because, we, in the State of Maine, have long wanted to have access to the Saint-Lawrence river, in order to take maximum advantage of the St. Lawrence seaway.

The development of such a sea port will give the State an economic boost and will, I am sure, also benefit the Rivière-du-Loup region. I am very happy to support the plan and I would appreciate any consideration your government may give it.

Senator Cyr, from Maine, in his submission to the Royal Commission on Transportation, added:

If we are to benefit from the St. Lawrence seaway, it can be done effectively and economically only through Rivière-du-Loup.

Here is another statement made to the McPherson Commission by Mr. Alphonse Lévesque, of Edmundston (N.B.), then Vice-president of the Canadian Chamber of Commerce. I quote:

As far as I know, this is the first time the people of such a large district, extending beyond south-eastern Quebec through more than one eighth of the province of New Brunswick, and the county of Aroostook in the state of Maine, have pooled their efforts to solve a number of problems common to the three regions, one of which is the problem of transportation; and, gentlemen, when I say the people of those regions, I do not mean part of the population or a group of businessmen, I mean to say that the Commission has conducted thorough studies at all levels and spoken with people from all walks of life, and I wish to make you aware that the whole population of the regions which we are representing supports this request and feels that the building of a deep water sea port at Gros-Cacouna is the only solution to our common transportation problem.

On April 19, 1962, following these representations, the right hon. Lester B. Pearson wrote to the mayor of Rivière-du-Loup—yours truly—the following letter:

Mr. Mayor,

Being aware of your great interest in the improvement of the transportation network in your region, I wish to remind you that Mr. Lionel Chevrier on behalf of the Liberal opposition raised the question time and again during the last parliamentary session. I would also like to define for you the position of the federal Liberal party on this question.

The whole area served by Rivière-du-Loup is in urgent need of new deep water harbour facilities in order to facilitate communications with the North Shore of the St. Lawrence, the interior of the country and the United States via the Great Lakes, and the European continent.

The Liberal party of Canada acknowledges this urgent need and will undertake not only to continue these studies but also to build these new harbour facilities within the framework of its regional development plan and to provide year-round ferry services between the shores of the St. Lawrence.

I am convinced that carrying out these projects will contribute to the growth of your area about which you are so concerned.

Sincerely yours,

L. B. Pearson

And I could continue this list, which would be rather lengthy, because all those who know the area and who have examined these problems have reached the same conclusions. Some will say that these are so many *ad hominem* arguments. Let us see what justifies their attitude.

The port of Gros Cacouna could have four main uses, in general:

1. Through traffic or transfer point for goods.
2. Winter harbour.
3. Regional service.
4. Year-round ferry service.