

*The Address—Mr. M. Roy*

I think I should avail myself of this opportunity to state the main problem of my constituency, a problem that restricts the development of our city which is nevertheless experiencing rather remarkable development and, as I said, that is in part due to the economic results of building Mirabel, the international airport. That problem is common to all Canadian cities. I believe that from Vancouver to Halifax, in all cities in the process of development, there exists a common problem, that of public transport. This problem being a common one, I believe it can be solved only with the cooperation of higher governments, because it is impossible, considering the municipal tax basis, to finance public transports and provide for their maintenance. I believe that in the light of present experiences, and whatever may be the municipality, having read all those statements and reports, we find a 50 per cent deficit in the operation of a public transport system.

To the north of Montreal, we have already laid down the basic elements of a solution, namely the TRRAMM report, the object of which is to study the means of transportation between Montreal and Mirabel. The cost of that study was shared by the Federal government and the province of Quebec and the report was tabled last February.

The report mentioned two ways of establishing such a service between Montreal and Mirabel, namely the use of the CP railroad through Laval-des-Rapides and Sainte-Thérèse, through the industrial centre of Laval and Sainte-Thérèse, thence Mirabel. The other alternative was to use the CNR line via Côte Vertu, Roxboro and Laval Ouest, without serving at all the western part of Ville-de-Laval, to head finally towards Saint-Eustache and Mirabel.

In view of the importance of economic and industrial development, while encouraging housing construction, we must decide to go ahead with this project which provides for the use of the CPR line through Laval-des-Rapides.

I have already made the regional authorities aware of this on March 28 last. This application reflects the opinion of the Ville-de-Laval authorities as well as those of my colleagues in the nearby riding of Duvernay, and those in Laval North.

Moreover, last Wednesday, during a weekly dinner, I explained these alternatives to the Laval Board of Trade, that is, the possibility of using either the CNR or the CPR line. The CNR line was the unanimous choice. Therefore, we shall follow very closely the progress of this project, which is an important stage in the development of Ville-de-Laval.

Still on the subject of public transportation, which is the main problem of the constituency I represent, and also one of the main problems of our expanding municipalities, may I suggest to the Minister of Transport that he study the possibility of extending the CNR's electric train line to the Cartierville Station in the centre of Ville-de-Laval, so as to join the centre of Canada's metropolis to the centre of Ville-de-Laval. During the last metro strike in Montreal, the only public transportation system in the north-west end of Montreal was this CNR electric train which, unfortunately, stops in Cartierville.

This suggestion was made over and over again during the last election campaign and I think that this extension

[Mr. Roy (Laval).]

of the electric train from Cartierville to the centre of Ville-de-Laval, where there is now a vacant parking lot, is the most economical solution to public transportation north of Montreal and for Ville-de-Laval, especially when considering the possibility of extending the metro to Ville-de-Laval. It would seem to me that this "extension outlet" of the electric train on to a piece of property where expropriation costs would be at their minimum would constitute the most economical solution to the transportation problem. This train is now in operation and carries more than 20,000 passengers a day. I was glad to hear the Minister of Transport, the first time, when he mentioned that we have much to do in the public transportation field.

If we consider this train, which is very popular in the west end of Montreal, I believe that improving it has unfortunately been far too often neglected. I think that this is a philosophy which should be subject to further discussions or thinking. We are building expressways every here and there. There is one that goes through the town of Montreal. We have invested huge sums of money to build these expressways. We are even cutting the grass on private properties for esthetic purposes, while we are neglecting to invest in the public transportation field. So, that suggestion seems to me to be the real solution. It would offer the following advantages: it would relieve the congestion on bridges, in the streets and in parking lots in downtown Montreal, allow gas savings and especially savings in parking costs, reduce pollution and nervous tension for those who use public transports to get to work and come back home. As for Ville-de-Laval, that project would encourage the construction of residential buildings near the planned station.

I therefore make that humble suggestion: why not look into the possibilities of such an extension. Without claiming to be an expert in the matter, I feel that it should be looked into.

In closing, Mr. Speaker, I should like to say a few words about our housing policy. To my mind, it is a comprehensive program for the development of municipalities. There is no doubt that it encourages home ownership, that it strive to help low- and average-income families with one or more dependents to buy and live in their own homes. So the help supplied is based on the cost of houses and the current payments within the region; it must not exceed 22 per cent of the income.

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In my opinion, this policy is quite popular but the prospective buyers are not sufficiently aware of it. In the last three years we have noted a surplus of 100,000 housing units. I happen to have the figures in hand and I notice that we have built over 236,000 last year, that is 100,000 over the normal demand. These units certainly represent a great step toward solving the housing problem and helping low-income families.

To conclude, I am happy that the right hon. Prime Minister intends to reform House procedures during the current session. Looking over the list of the 70 pieces of legislation mentioned in our already lengthy file, I think that in a modern country it is quite natural to have more modern laws in the Canadian Parliament.