

trated by those entirely theoretical suggestions difficult to apply.

I will give you, Mr. Speaker, an example of that type of concern. I am referring to all those undertakings where today the craftsman becomes a businessman.

This businessman certainly needs specialized services, but he does not need to be told that he is unable to run a business, because he is an expert in his field of activity, he is a self-made man and one that should be respected.

There is another problem facing the small or average business, namely to find external markets. To do so, there again, the assistance of a number of government employees is offered. This service is rejected by the small or average business. The entrepreneur cannot, owing to his small volume of business or his limited production capacity, meet the demand of the external market.

In any of these two cases, one is looking for an example, for a course of action. I apologize for always quoting Quebec as an example, but the Department of Industry and Commerce has achieved some exploits in this field by grouping for exterior market purposes five or six competitors in a given sector. The lumber industry, in the Victoriaville area more especially, represents one of the fine achievements of the Quebec government. Its five or six competitors have met and, with the help of experts of their choice, they have succeeded in getting most interesting contracts on the foreign market, without for all that hindering the normal growth of their business or, as a consequence, that of their development. These are spheres of activities, Mr. Speaker, where I am sure, the government will know how to intervene with tact so as to increase the share accruing to the small and medium undertakings and thus keep this sector in good health, since their good condition will evidently provide us with an economy much more healthy, much less subject to vast monopolies and much more stable. This opens fields of activities where employees and employers are much closer and, in my opinion, in promoting this economic sector, we will be able to avoid conflicts such as the one we were compelled to solve recently.

Other very timely measures are put forward in the Speech from the Throne among which those proposed by the Minister of Transport (Mr. Marchand) who deserves special commendation for the way he has been handling his department since he took on as minister. Often in the past ministers of Transport were almost entirely concerned with rate increases, trying to balance such increases like real tight-rope walkers. The present Minister of Transport turned away from such a narrow attitude that has little long term efficiency; he looked at the very philosophy behind our transport policies, and so came up with the results briefly stated in the Speech from the Throne. It is essential in my belief that all parts of this great land be connected together, so that natural resources may be developed more easily in the most remote areas as the Northwest Territory, James Bay and so forth. This the minister understood, as I hope all members will indeed.

Moreover, I am sure that if we improve the transportation policy, we will be able to ensure a better balance in our economic development in every area of western as well as of eastern Canada and therefore enjoy a more even development than the one we know at the present time.

*The Address—Mr. Loisel*

Especially as regards the constituency of Chambly as well as the southern shore population as a whole, I believe that the Minister of Transport will be able to give us more details on the methods required to promote the development of public transportation in those suburban communities.

The constituency of Chambly already has on its territory the substructure required for the establishment of express trains such as the Toronto Go transits. We are longing for the planning and implementation of such a policy, that should not be long in coming, I am sure. Already the hon. members for Longueuil (Mr. Olivier) and Laprairie (Mr. Watson) expressed their desire to offer a united front so that all our southern shore municipalities can be connected as soon as possible by these trains to that nerve-centre, Montreal, where a great portion of the people from cities such as Beloeil, Saint-Bruno, Saint-Hubert, Boucherville and others, are working. It is surely not by tying up millions of dollars for highway substructure that we will finally solve the transportation problem in an area such as ours.

The creation of an express train service will also enable us to solve the inter-city transportation problem between the southern shore municipalities. For instance, the Chambly-Saint-Jean stretch can be covered within 10 minutes by car, whereas by using the present public mode of transportation, the same journey to and fro requires 4½ hours. In 1974, that is unacceptable.

Mr. Speaker, considering the critical problem of public transportation, various levels of government have already examined that question. For more than three years now municipalities have been laying claims before the provincial government, which did not remain indifferent, on the contrary. It is already carrying out studies to determine the real needs and suggest better solutions. Considering the federal government's willingness to do something in that field also, I would subscribe to an increase of exchanges between the various levels of government, so as to achieve a better concertation of measures.

And I am convinced that the Minister of Transport knows this and that he will do everything to promote the necessary dialogue which will bring on the implementation of solutions as rapidly as possible.

Finally, Mr. Speaker, taking into consideration the benefits that my colleagues from the north shore of Montreal are reaping with Mirabel and all the development which stems from it, we on the south shore where industrial development is also going very well have another concern, and it is a concern shared by all the population of Chambly, it is that of environmental and pollution problems. The area that I represent is certainly one of the most historic of our country, the Richelieu river having always been a corridor which has put its stamp on our history. To put a greater accent on this area and also to make it better known to Canadians, the government of Quebec, through their planning and development bureau, have made a study on tourist development in the valley of the Richelieu river. The riding of Chambly has one of the richer inheritances. We have but to think of Fort Lennox, the Chambly canal, Fort Chambly, all the little churches which look out on the river such as Saint-Marc, Saint-Antoine and Saint-Denis and which were the authentic