

Supply—Transport

he will see that the trained personnel we have in Vancouver and Victoria, in all fairness to the shipbuilding industry of Canada, are maintained.

Mr. Chevrier: Mr. Chairman, I rise to discuss another matter at this point. I know time is getting on but I will try to be as short as possible. It has to do with the expressway which will cut through the city of Montreal.

Before the chairman calls me to order I must say at once how it is that I believe I am entitled to discuss this at this time. It is because this expressway, of which I hold in my hand the plans and description, will cut across the lands of Canadian National Railways at the Turcot yards, will go over the Lachine canal and will also require some overhead rights from the national harbours board along the St. Lawrence river. My only purpose in discussing it at this time is to give the house a summary of what it means to the city of Montreal and to ask the minister if he will not give consideration to one or other of the two matters which I want to bring to his attention at the end of my remarks.

"L'autostrade Est-ouest", or the east-west expressway of the city of Montreal, will be a modern route which will allow traffic to move through the central and the most dense part of Montreal in 20 minutes. It will extend from highway No. 2 linking Montreal and Toronto at Montreal west, right through the central and southern part of the city to Moreau and Notre Dame streets, a distance of 8.5 miles. It will be constructed on the ground in so far as the northern part of the C.N.R. at the Turcot yards is concerned for a distance of 2.3 miles, and for the rest of the distance, approximately 6 miles, it will be an overhead expressway. It will allow traffic to move rapidly in divided lanes at 50 miles per hour without traffic lights and it will have in some places six lanes and in others eight. It will have six lanes beginning from Montreal west to Atwater avenue and beginning at De Lorimier street to the intersection of Notre Dame and Moreau. It will have eight lanes from Atwater avenue to the Jacques Cartier bridge. There will be a number of access road connections with the two bridges, with Jacques Cartier bridge lower down and with the Champlain bridge now under construction.

This expressway will furnish modern facilities of entry and exit to commerce, to industry and to the warehouses of the city all along its course. It will facilitate, as I said, access to all the bridges which unite the island of Montreal to the south shore, and it will be a tremendous impetus to the development of

[Mr. Winch.]

commerce in greater Montreal. It will also serve in a special manner the great port of Montreal all along its northern boundary. This artery will permit the uninterrupted movement of vehicular traffic which can move and travel at relatively fast speeds.

It will reduce congestion on the central sectors of the metropolitan area by assisting access highway circulation whose destination is not a central part of the city. The plans and the report I have in my hand were prepared by Messrs. Lalonde and Valois, the consulting engineers of Montreal, one of the most distinguished firms in the city, who have done work for this government and, I believe, for the former government. About their ability there can be not the slightest doubt.

There is a plan which I hold in my hand at the moment and which shows the beginning of this expressway shortly west of Brock avenue and thence along the line of Canadian National Railways crossing Notre Dame street into Cote St. Paul then back again on Notre Dame, with an access road to the St. Remi and Atwater tunnels, then following the southern part of the city of Montreal along Commissioner street and going over the property of the national harbours board to Moreau and Notre Dame streets.

This project is not new. I remember that when I held the position the minister now holds representations were made to me by the then chairman of the executive committee of the city of Montreal, not in respect of a project such as this, because it was then only in embryonic form. However, I was approached to ascertain what would be the view of the federal government in so far as federal property under the jurisdiction of the Minister of Transport was concerned, that is to say, the harbour of Montreal and the Lachine canal, which was not then under the jurisdiction of the St. Lawrence seaway authority. Of course, until it was possible to have a detailed plan, such as we have now, it was not possible for the government to outline its position.

That survey and plan has now been made public. It will mean a great deal to the city of Montreal, to its east-west traffic. Whether the construction will have any effect upon the metro system or not I am not competent to say, but I do know that because this expressway will affect three corporate entities of the federal government, the Department of Transport, which reports for these entities in the House of Commons, is keenly interested.

The cost of this project is \$117,500,000 made up as follows: construction, \$62,800,000; appropriation, demolition and other compensation, \$34,200,000; approaches to Champlain