

Trans-Canada Highway Act

refusal of the leader of the Union Nationale, the premier of our province. And yet in our province there are miles and miles of roads which not only need improvement, but should be rebuilt altogether. I and several hon. colleagues saw samples of those during the last by-election in the Montmagny-L'Islet constituency. Furthermore, during the weekend, I read in a Quebec newspaper that when the highway budget was being considered in the legislative assembly, the provincial member for St. Hyacinthe asked the government to finish highway No. 9, i.e. Sir Wilfrid Laurier Boulevard, by adding a double lane to it. That request was quite reasonable in view of the heavy traffic on that highway. Well, what was the answer of the provincial minister of highways? He said that the addition of a second two lane span would cost about \$30 million. Well, Mr. Chairman, I suggest that if the government of our province had agreed to take advantage of the federal legislation, it could have carried out that Sir Wilfrid Laurier road project without cost to the people of Quebec, because, according to the calculations I was able to make, those \$30 million represent approximately the amount which the province could have received from the federal government, under the present legislation.

Mr. Chairman, I hope—

Mr. Pigeon: You are not talking about the printing bureau here!

Mr. Denis: Ottawa requires tenders; that is why he won't come in.

Mr. Pigeon: Stick to federal politics instead of referring to provincial politics.

Mr. Denis: Go write a leftist speech.

Mr. Bourget: Again, Mr. Chairman, I do not intend to be disturbed by these kind of interruptions—

(Text):

The Deputy Chairman: Order. It is regrettable that the province of Quebec is not in this highway system. We are referring to the trans-Canada highway and not to provincial roads. I must ask the hon. member to confine himself to what is before the committee.

Mr. Bourget: The name of the province of Quebec has been mentioned. It was mentioned even by the minister when he introduced the resolution. After all, we do realize that we are losing \$30 million in

our province and I think it is quite fitting that members from that province should raise the question and try to convince our friends from the province of Quebec that they should try to get in touch with their premier, their friend, so that we could share in this amount.

(Translation):

Mr. Chairman, I do not propose to dwell on the matter any longer, but as we still have 22 months to go before the agreement lapses, I hope the minister will be able, with the help of some of his cabinet colleagues, to convince the Quebec premier so that we might recoup at least part of what we have given up since 1949.

Mr. Chairman, it would be hard for me to close my remarks without referring to the outline given to us by the minister last Friday, when he introduced this resolution, and most particularly to that part of his remarks where he pointed out that a few months after he came to the cabinet, an official was sent to Banff to study the progress of the work being done on the trans-Canada highway. The minister then told us that the personnel of the department had advised that official to travel to Banff via the United States, although the trans-Canada highway was completed—and I quote his very words, or approximately so—in the three western provinces, with the exception of some sections. In his outline, the minister stressed the fact that the trans-Canada highway was as good as that of the United States, but he also pointed out that the public works department was so far out of date that it advised its officials to drive through the United States.

I hope I am wrong, or that I misunderstood the minister's words, or misread his remarks. However, if he did make them, I feel they hardly fit in with what he had previously said about the ability of his departmental officials. His remarks are unfair besides being illogical.

In fact, if the officials of his department are so far out of date, why does he still follow their advice or suggestions, more particularly in this case, when the completion of the trans-Canada highway is concerned, and while the present government is merely applying in all respects the legislation adopted by the previous administration?

I hope, Mr. Chairman, that the minister did not mean exactly what I have