

*Extension of Railway to Gaspé*

of a survey of labour conditions in my constituency, made at my request by competent officers of that department.

I said a while ago that Ste. Anne des Monts was to be the proposed terminal for this railroad extension, and it is proper, before going into the general considerations that I wish to make before closing my remarks, to give some particulars of its strategic position, since it is to play a very important part in the future development of the Gaspé peninsula.

Located some fifty-seven miles east of Matane and some 146 miles west of Gaspé, Ste. Anne des Monts is the seat of the provincial constituency of Gaspé North. There is a courthouse and jail, a hospital, two convents for girls, and a college for boys. It is the terminal of the Matane-Ste. Anne des Monts mail contract, and the starting point for the Ste. Anne des Monts-Fox River mail contract, a distance of some 114 miles. Being approximately ten miles from Cap Chat and St. Octave de l'Avenir, four miles from St. Joachim, and within some seven miles of Sacre Coeur and St. Bernard des Lacs, there is a population of 10,519 within a radius of some ten miles.

The Perron boulevard, which passes through, links it to Matane and Gaspé. From Ste. Anne des Monts, and proceeding in a southeasterly direction, there is the road leading to the Gaspé national park. This road follows the Ste. Anne des Monts river, and there remain only some eleven miles of road to be built to connect it with the road following the Cascapédia river as far south as New Richmond, county of Bonaventure. Once completed this road will cross the whole Gaspé peninsula, and the distance between Ste. Anne des Monts and New Richmond will be approximately eighty-five miles, through a real paradise for game and fishing. There is also some sixty miles built on the road which will eventually connect this Ste. Anne des Monts-New Richmond road with Gaspé, thus rendering possible access to Gaspé through the interior of the peninsula.

Ste. Anne des Monts is being provided with a sheltered deep-sea commercial wharf, the construction of which, it is expected, will be completed this summer.

Ste. Anne des Monts is situated some forty-five miles by sea from Seven Islands on the north shore of the St. Lawrence, which will be linked by rail with the Ungava iron ore centres, for which Seven Islands will become the sole shipping point. This most advantageous position of our proposed railway terminal, namely Ste. Anne des Monts, cannot be overlooked by anyone

[Mr. Langlois (Gaspé).]

studying its possibilities of future development. When one knows that a regular service by ship can easily be maintained twelve months a year between Seven Islands and Ste. Anne des Monts, one can easily foresee the great advantage it would be if Ste. Anne des Monts were linked by rail with the industrial centres of Canada and of the United States.

Seven Islands possesses no other means of communication with the rest of the world than the St. Lawrence river and its canal system, which are navigable only from the end of April to the end of November. This shipping point is therefore closed to the traffic by water for five months in every year. Even if Seven Islands or Ste. Anne des Monts were not considered quite safe for year-round water traffic—that I do not believe—it is commonly admitted, and rightly so, that the ordinary type of ship, without any special assistance from icebreakers or otherwise, could use these two ports until late in January and as early as the end of March. Thus the use of Ste. Anne des Monts as a point for forwarding the new Quebec iron ore would in this case increase the shipping season for this important metal by three months in every year. The same remarks apply of course to the ore coming out of Havre St. Pierre, where the Quebec Iron and Titanium Corporation are preparing for extensive mining operations, the output of which will be directed towards Sorel.

It might be argued that this suggested method of shipping the ore from Seven Islands and Havre St. Pierre via Ste. Anne des Monts would not be economical, but I strongly feel that it is the duty of our Canadian government to provide year-round shipping facilities for this most important metal in case of national or international emergency. Moreover, it must not be forgotten that Ste. Anne des Monts will in any event become the natural outlet for the manpower, products and materials needed for the new Quebec mining developments.

I wish to close my remarks, Mr. Speaker, by referring to my previous speeches made in this house on this subject, and more particularly to my speech of August 12, 1946. I refer to this latter speech because I then gave general aspects of the problem and referred to publications which cannot be overlooked by anyone desirous of giving serious consideration to my resolution.

Indeed, in my opinion it is not improper at this stage again to draw the attention of my colleagues to the inventory made in 1937 by the Department of Trade and Commerce of the province of Quebec, entitled "Inventaire des Ressources Naturelles, 1937, Gaspé" and