

*The Budget—Mr. Gendron*

lished which are liable to take advantage of that means of transport since to export their products they do business with existing transport companies, they do not want to be in an unfavourable position before the construction of the port is completed and they can take full advantage of it.

We must not forget that there is at the present time at Gros-Cacouna two piers and an inner basin and that we are more or less in a vicious circle, because if there is no wharf, there can be no traffic and if there is no traffic no wharf will be built. It is like a dog trying to catch its tail.

In short, people wonder if this is a pet project of the member of Parliament for the constituency who would like to delude the Canadian government, or if the maritime traffic really justifies the construction of this wharf.

Now, the project's history and evidence given by men in public life who are aware of the needs of this place, hence who know the prospective users, and who had no interests other than those of their region to serve, prove without any doubt the real need in that area.

• (3:00 p.m.)

This vital need and evidence from experts will no doubt indicate that it is a first class site, open to navigation the year around, and market analysis will establish an enormous traffic potential. Thus, any person of good faith must conclude that never were public funds spent so wisely. What are we waiting for, then, to complete the project?

We might retell its history in the manner of old time tales: "Once upon a time...". As early as 1897, the Chamber of Commerce of Rivière-du-Loup made representations to Ottawa about the harbour. In the spring of the same year, a delegation was sent to Ottawa and they were assured that their request would be given consideration. In October of that year, Sir Wilfrid Laurier promised, at Rivière-du-Loup, to promote himself the project. Year after year, promises and studies followed one another.

In 1959, an interregional committee on waterways made up of representatives from Temiscouata, Kamouraska, Rivière-du-Loup, Edmundston, New Brunswick, the northern part of New Brunswick, Haut-Madawaska, made representations to the hon. Howard Green, then Minister of Public Works. In reply to a question put to him in the House

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by the hon. Lionel Chevrier, the minister said, and I quote *Hansard* for June 5:

We all realized that the seaway would bring tremendous changes to this part of Canada, in fact, to a very large part of Canada, but I do not think any of us realized just how extensive those changes would be. The department has done a great deal in the way of making plans for new harbours, various other projects in the Lower St. Lawrence, but I have reached the conclusion that a great deal more will have to be done.

On September 7, 1959, which was Labour Day, the committee organized a big parade from Madawaska (Maine) to Rivière-du-Loup, gathering all the people concerned with this project and made representations concerning the establishment of port facilities at Rivière-du-Loup. Among those present were the Hon. Pierre Sévigny, the Hon. Paul Comtois, Raymond O'Hurley, Edgar Fournier, former Minister of Water Resources for New Brunswick, now a senator, Clynton Clauson, of Augusta, the new governor of Maine, senator Edouard Cyr, of Maine, and senator Jean-François Pouliot, from Rivière-du-Loup. Then, important reports were presented stating our views and the ministers, impressed by this presentation, said:

You have convinced us of the need for a sea port in the Rivière-du-Loup area and we shall put your case in Ottawa along with your federal member.

On September 15, 1959, the hon. Raymond O'Hurley, in a speech he made in Quebec city to the delegation at the convention of the Union des Conseils de Comtés de la province de Québec, stated that the federal government was interested in the building of port facilities accessible the year round at Gros-Cacouna, near Rivière-du-Loup. Following that statement, *L'Événement-Journal* of September 16 published the following:

The Minister of Defence Production has given to understand that the federal cabinet was highly interested in the building of a deep-sea harbour at Cacouna, near Rivière-du-Loup, that would be open the year round and that would promote the exchange of goods between the Lower St. Lawrence, New England and the State of Maine, and the central areas of North America, through the St. Lawrence seaway up to the Great Lakes...He suggested that such a project would certainly change the picture of every region in the vicinity of Rivière-du-Loup and the new harbour.

On March 29, 1960, a regional delegation made the trip to Ottawa to ask for the building of harbour facilities at Gros-Cacouna. Hon. David Walker then asked for the cost of that project to be estimated. Then, the Piette, Audy and Lepinay firm conducted a thorough