

National Parks Act

buyers are foreigners. If you want to buy it, we can have it discounted for you at \$3 million."

● (1600)

Mr. Speaker, if provinces had a say in the workings of this tribunal, they could prevent serious injury to the provinces. There are no provinces that can match the economic might of Ontario and Quebec. The *Toronto Star* knows that Ontario and Quebec can look after themselves. They are giants in their own right on the Canadian scene in a political way. As well as that, they have the investment capital available, not only of their own generation but of a good portion of the rest of the country as well.

Mr. Deputy Speaker: Is the House ready for the question?

Some hon. Members: Question.

Mr. Deputy Speaker: Is it the pleasure of the House to adopt the said motion?

Some hon. Members: Agreed.

Motion agreed to, bill read the third time and passed.

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NATIONAL PARKS ACT

AMENDMENT DELINEATING GOVERNMENT'S POWER IN DISPOSING OF PUBLIC LANDS

The House resumed, from Monday, November 19, consideration of the motion of Mr. Chrétien that Bill S-4, to amend the National Parks Act, be read the second time and referred to the Standing Committee on Indian Affairs and Northern Development.

Mr. Leonard Hopkins (Renfrew North-Nipissing East): Mr. Speaker, when we left the National Parks Act the other night I was discussing the proposed interprovincial national park between the province of Ontario and the province of Quebec in the Mattawa-Temiscaming area. I mentioned that we had had considerable co-operation from the Minister of Indian Affairs and Northern Development (Mr. Chrétien), but that the proposal for the park was turned down by the province of Ontario. One of the reasons they gave for this was that there were too many parks in that particular area already. However, in this debate we have heard some hon. members mention the large urban areas which are growing in northern New York State and in Canada and that these people are going to require more and more park space as the years go by. This is quite true, and we should be laying plans now to meet the demand.

I also mentioned that parks of this nature have a tendency to develop the economy surrounding them. In the area to which I am referring, the economy does need a shot in the arm. I made mention that an industry in each of the towns of Mattawa and Temiscaming had closed, but since then things are beginning to look better in other fields of activity in the locality. This is a good thing for both these communities. However, there is no park in eastern Ontario and western Quebec better fitted to be an interprovincial

[Mr. McKenzie.]

national park than the one about which I am speaking. The Ottawa River would cross the middle of it and this would emphasize the need for cleaning up the river and making it navigable for small boats. With the hon. member for Pontiac (Mr. Lefebvre), and other hon. members from eastern Ontario and western Quebec, I have been working on the navigation study for small boat traffic on the Ottawa River. We have had excellent co-operation from the Minister of Public Works (Mr. Dubé). This park, Mr. Speaker, would be an added feature toward making the Ottawa River valley an extremely good tourist region with a wider appeal than the local interest portrayed by the highway signs in the area.

In recent years, there has been a general tendency to spend large amounts of money on massive highway schemes surrounding the large cities while the remote regions of the country have not received the treatment that they deserve. In order to get tourists into an area there must be decent roads. This could mean upgrading highway 17 between Montreal and the Mattawa area as well as the North Bay and northern Ontario area in general, for example. This concept is in keeping with our history if we consider the mode of traffic used in the early days. Champlain came up the Ottawa River and the Northwest Company and the Hudson Bay Company eventually worked out of Montreal in the fur trade, taking their routes up the Ottawa Valley and the Mattawa River through the area proposed for this national park. We would like to see plans for this park go ahead so that we may relate it to the past and build a new history with some meaning in that region.

An old CFR railway line runs through this park area. When we made an initial tour of the area with departmental officials and other working committees, we hired a CPR coach and attached it to the back of a freight train which travels that line. We had an excellent tour, stopping at certain sites along the way and it was a most educational experience for all concerned. There was a time when people thought that railways were going out of style but that is not the case today. Indeed, the future of railways in Canada looks brighter than it has for years, and the idea of having trains take people through this park is an added attraction. It is also a pollution free means of getting people from point A to point B.

There is nothing wrong with trying to promote more funds for roads to get people from the large urban areas to the parks, of course. We hear a great deal about rapid transit for the cities these days. There is a strong possibility that the large amounts of money that have been pumped into the cities to build roads and expand freeways in the past may not be needed in the future because of rapid transit. Perhaps these funds could be filtered through to the less developed areas to build decent recreation areas and roads for the mass of people who will live in our urban centres in the future.

● (1610)

As far as the interprovincial national park at Mattawa and Temiscaming is concerned, I am disappointed that the province of Ontario has turned it down. I wish to leave the gate open so they can come back to it at a future time. There is a real potential there. It is an excellent chance for the federal and provincial governments to work together