

*The Address—Mr. Rock*

When a Member of Parliament from the Montreal region spends a great deal of time in Ottawa and notices the millions of dollars which are spent in the capital area, and realizes that these are in addition to billions of Canadian tax dollars already spent in projects such as the beautification and reconstruction of the Rideau Canal system, it makes him sick to his stomach to return to his riding to see property such as the historic Lachine Canal go to waste and look like a garbage heap.

The planning consultants hired by the St. Lawrence Seaway authority, Jean-Claude LaHaye and Associates, made certain recommendations which gave me hope and made me happy. They are to be found on page 75 of Tome II of their report, and I quote:

It is recommended that the St. Lawrence Seaway Authority take the necessary measures to ensure that any construction work done on the Lachine Canal over the next few years will in no way hinder the possibility of developing the canal for recreational purposes at a later date. In particular, the St. Lawrence Seaway Authority should ensure that:—bridges to be built or replaced have at least five feet clearance above water level, over a minimum width of 30 feet; work on dams and other control structures allow for future construction of locks, whenever warranted; any change in these structures allow for a two-foot drop in water level, if required. It is strongly recommended that the St. Lawrence Seaway Authority make representations to the Department of Regional Economic Expansion to conduct an overall study of recreation in the Montreal region. The development of the canal and its immediate surroundings should form an integral part of this study.

I would like to take this opportunity to congratulate this firm of engineers for their excellent work. I agree fully with their recommendations and I hope that the Minister of Transport and the St. Lawrence Seaway authority will accept the recommendations they have made. The historic Lachine Canal could, in its entirety, become a large marina providing facilities for the population of southern Montreal, people who have for years been hemmed in and denied all water rights to the St. Lawrence River because of the Port Authority.

An overall study such as this would take in the total needs of pleasure craft for Des Mille-Îles River, Des Prairies River, Lake of Two Mountains and Lake St. Louis. If the Seaway Authority and the Department of Transport are not interested in providing services for pleasure craft users, a federal responsibility, the old canal system could be transferred to the jurisdiction of the Department of Indian Affairs and Northern Development. The Minister of Indian Affairs and Northern Development (Mr. Chretien) could then create a federal canal park system which would bring pleasure and beauty to the Montreal and Lake St. Louis district.

The Prime Minister (Mr. Trudeau) has often stated that people should participate in making decisions. Well, many of us in the constituency of Lachine, as well as in other constituencies along the Lachine Canal and in the Lake St. Louis district, will be organizing a seminar in the near future to study the needs of pleasure craft in the Montreal and Lachine canal area. It is my hope that the member for Laval (Mr. Roy) and Terrebonne (Mr. Comtois) will join us at this seminar.

I have heard a news report concerning a statement made in Toronto by the Secretary of State for External

Affairs (Mr. Sharp) that the situation which exists in Canada is international in scope; that organizations are out to break the democratic system in many countries. I will go further and say that the members of the FLQ and members of similar groups are out to break our free enterprise system which has resulted in affluence and a very high standard of living. In fact, our standard of living is usually regarded as second highest in the world.

• (3:40 p.m.)

It is no accident that the very able premier of the province of Quebec, the Hon. Robert Bourassa, visited New York state lately to interest the Americans in a \$2 billion power project which would produce 36 billion kilowatts of electricity in the James Bay area and would open up this area for development of its natural resources. This power project would create a surplus of electrical power which would be sold to the Americans, our friends south of the border. The plan could even include Thomas W. Kierans, grand canal system which would divert these waters, after their being fully used, to the Ottawa River and Great Lakes system. This water surplus would thus create more power potential for the power plants along the Ottawa and the St. Lawrence valleys, and there would be enough water to allow the Americans to use it south of the border, where it is much needed.

It was during the time Premier Bourassa was asking the Americans for a \$2 billion loan for a development which would provide thousands of jobs in our province of Quebec that the FLQ went out on a wave of kidnapping, possibly to sabotage Premier Bourassa's plans for economic expansion. When we celebrated our 100th birthday of confederation, the FLQ did everything to sabotage the celebrations in our province. So this is nothing new; it as been going on and on.

There were in the past many important projects which were national in scope, some of which were realized while others, for some reason, fell by the wayside. For example, there were the great railway systems from east to west; the Alaska highway; the Trans-Canada highway; the communications microwave system; and then, lately, Telesat. However, many others fell by the wayside, such as the causeway to Prince Edward Island.

In 1855 there was much talk of building a telegraph system across Canada to Alaska, then across the Bering Strait to Asia and Europe. This suggestion was made following the break in the first trans-Atlantic line. However, the plan was abandoned when a second cable was laid successfully across the Atlantic ocean.

Then, about 1861 there was much talk of building a railways system from New York to Denver, via Alberta—then known as the Northwest Territories—and on to Alaska and across the Bering Strait by ferry to Siberia. This was a feasible plan in those days when people had vision.

In 1965, we had Thomas W. Kierans' grand canal proposal calling for the diversion of the Harricanaw River to develop power. In 1967 Acres Research and Planning limited published a report called "Canada North Development Corridor". This was a plan to co-