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Mr. Godin: I rise to discuss two matters which might be considered to be of importance in the area which I represent. The riding of Nickel Belt is, of course, situated in northern Ontario, and in discussing the estimates of the department I realize the minister is very much interested in the historical sites of our country, so I would like to point out that this riding is favoured by the fact that the French river, formerly known as la riviere des Français, flows through its centre. This necessarily brings to the minds of my constituents and to the minds of many other citizens of Canada the fact that Champlain in the early days of our country had occasion to travel through this area. Many thousands today know that the French river is one of the nicest spots in northern Ontario and the area accommodates many United States tourists every year.

Possibly, therefore, some assistance could be given to local organizations which have in the past made efforts to preserve some of the souvenirs related to those days. I know the chamber of commerce in my area, in fact there are two such bodies, have done preliminary work to try to revive interest in certain historical facts, and no doubt if assistance could be given by the department, before too long certain monuments could be erected which would be of interest to the numerous visitors to our country and those Canadians who come from many other parts of Canada to admire the site of these historical events in the French river area.

Documents have been prepared by the chamber of commerce of the city of Sudbury and I read a few days ago in the *Sudbury Star* that arrowheads have been found in the French river bed. These arrowheads have been sent away for identification as it is felt that they probably date back to the days of Champlain's travels in this area. I am hoping that some of the funds mentioned in the estimates might be used to assist the various groups in my area to promote the development of these historic sites.

The second matter I should like to discuss is the tourist trade. At some of the committee meetings we were repeatedly told by the minister that the tourist trade was a matter of importance in which his department was most interested. I have tried to find out just what the policy of the Department of Northern Affairs and National Resources is with regard to this matter, and I may say that the expression I should apply to it is "the policy of the rocking chair". It gives the Conservatives much to do, and it gets the country nowhere. I do not suppose I should say this without justifying what I have said.

We talk about dreams and visions of the great north and yet, as a new member of the house, I recall that we were informed only the other day that our Eskimo Canadians were dying of starvation. We have heard much about the great northland, and I have tried to follow the minister's policy as it was explained to us in the committee with the help and assistance of maps. We were shown roads which were described as access roads, and we were told that this was not where the roads should be or would be. But we need access roads. The minister was asked whether a policy with regard to access roads could be used as a means of developing the tourist trade in this country, and he replied that it could.

I stand here to speak on this problem because in the Nickel Belt area we face grave difficulties. Our nickel industry is down to four days a week, and our chamber of commerce and many other institutions are trying to bring in other industries. But it is very difficult to bring in new industries to a mining area because wages are so high. But I do feel that one way in which this great area could be helped, now that the mining industry and the lumber industry have gone down, would be by developing the area more extensively as a tourist attraction with the help of well designed access roads. In my riding I have wonderful communities such as Gogama and Foleget which cannot be reached by automobile unless one travels through five other ridings from my own. They are wonderful communities. They used to be rich on account of the lumber that is in there but the lumber industry being in its present state in northern Ontario, these towns may now become ghost towns. I feel that if through co-operation between the federal government and the provincial government, through the intermediary of the department of northern affairs, roads could be constructed west of Capreol, such access roads would definitely bring new wealth to this riding.

I realize that a program of this kind would undoubtedly require a certain amount of study, but it would, perhaps, be appropriate for the minister at this time to let us know just what discussions are going on now between the government of Ontario and the federal government as to the position with regard to access roads and the development of the tourist trade in our region. We have heard for many months, about the great improvements which are intended for the northland. We Liberals feel that without doubt certain surveys and inspections should continue; as the minister realizes, these were begun during the Liberal administration. But I feel, also, that this government should pay