

those who are poor, and giving them something special because they are poor. You only solve poverty by abolishing it; you only solve it by providing your income level as a natural right. In due course I want to see this done across the board, for people of all ages. I am as convinced that this will come as I am sure I am standing here, if we hold the country together. But I am concerned in case we retreat from the extent to which we have protected that principle in old age security. So, my appeal to the government at this point, before it brings in either its white paper on income security or its legislation on pensions, is that it not take a further backward step by a further use of the means test or income test but that it increase the basic old age security pension to at least \$150 a month across the board.

Let us do the same thing that we did in 1950, 1951 and 1952, when we said to our older people, "we will not treat you any longer as second class people, some of whom are well off and some of whom are poor. We will treat you as Canadians of a certain age. This income is yours as a matter of rights." Let us continue so to say to our old people, and by saying it to these people, let us give hope to the people in their working years, to the young, to the children, and to all Canadians, that the day will come when we will have the kind of society that respects human dignity—not just by rhetoric; not just with fine speeches; not just by talking about equality of opportunity—oh, how cold that phrase leaves me—because it will be the kind of society in which the dignity of all our people is established by there being no more poverty. In that society all will enjoy their share of the immense amount of wealth we are now capable of producing. When that day comes, human dignity will be real.

As I have already said, Mr. Speaker, I welcome the improvements which have been made in the last few years in increasing the pensions of retired citizens. I welcome the improvements that are coming in unemployment insurance. I welcome the veterans legislation that is coming. I am still proud of what this Parliament has done over the past decade or two in the field of old age security, hospitalization and medicare. But we have a long way to go before we have a society that is really just, before we have a society that truly recognizes human dignity. We shall take an important further step in that direction if, during the present session, we raise the old age pension for all people who are 65 years of age and over to a reasonable figure—I suggest \$150 a month—and if we restore the principle that all our older people shall get it, as they should, as a matter of right. This will be a step of which this Parliament could really be proud.

● (3:30 p.m.)

Mr. Raymond Rock (Lachine): This is a difficult time at which to deliver a speech, bearing in mind the events of the past week. It is sad, indeed, it is tragic for all Canadians that these events should have ended in the brutal murder of the Quebec Minister of Labour and Immigration, the Hon. Pierre Laporte, a great Canadian and a good personal friend of mine. My sincere sympathy goes to his loved ones.

The Address—Mr. Rock

First, Mr. Speaker, I wish to congratulate the mover of the motion for the Address in Reply to the Speech from the Throne, the hon. member for Bourassa, (Mr. Trudel) and the seconder, the hon. member from Assiniboia (Mr. Douglas). It was indeed an excellent choice—an hon. member representing an eastern urban metropolitan area and another representing a western agricultural community.

I had the honour of being a member of the Lachine City Council for close to 13 years. At one point during this time, the Hon. Lionel Chevrier, then in charge of the Seaway construction, stated at a banquet organized by the Lachine Chamber of Commerce that all craft using the old canal system would be allowed to use the new canal. After the official opening, the St. Lawrence Seaway authority banned all craft under 20 feet from using the new canal, thus preventing thousands of people from travelling from Lake St. Louis to Lake St. Francis, to the Thousand Islands, the Great Lakes and eastward, to Lake St. Pierre and the Richelieu Rivers, Lake Champlain and the Hudson River.

Since the Seaway has been completed, the Seaway authority has attempted to close the old Lachine Canal completely, without regard to its probable future use. Many times I have stated that this canal should be used as a marina for pleasure craft. Last year the Minister of Transport (Mr. Jamieson) appointed a firm of planning consultants, Jean-Claude LaHaye et Associés, to study the future use of the Lachine Canal. In August last this firm submitted a report in two volumes, Tome I entitled "Navigation" and Tome II entitled "Other Functions". In the report it is mentioned that past studies made in 1964 by the federal Department of Public Works, in 1968 by Lalonde, Valois, Lamarre, Valois and Associates, in 1968 by the City Planning Department of the City of Montreal, Urban Development Division, in 1969 by Sorès Incorporated and in 1969 by N. D. Lea and Associates, all admitted that the one problem basic to all the studies and still remaining unresolved was the difficulty of communication between the three waterway systems within the Montreal area. The three waterway systems to which I refer are the St. Lawrence-Great Lakes system, the Ottawa River and the Lower St. Lawrence-Richelieu. The majority of pleasure craft in the Montreal region are held captive because of the cutting of the communication by closing the Soulanges and Lachine canals.

Before the redistribution of the federal electoral districts I represented Ste Anne de Bellevue, one of the 17 municipalities in the old constituency of Jacques Cartier-LaSalle. During this time the Department of Transport repaired and beautified the St. Anne's locks and made a park area there. For several years, I have been requesting the department to do the same at the Lachine locks but my request has been repeatedly refused because the locks were under the jurisdiction of the Seaway authority. I also asked for the old Lachine Canal to be transferred back to the Department of Transport, but this request has also been refused. At least my request to have the whole question studied by engineers was granted, and for this I am very grateful.