

Speech from the Throne

who discovered the Great Lakes, the Mississippi Valley and founded New Orleans? Because his discoveries are now divided between Canada and the United States, he is being forgotten by Canadians and Americans and was forgotten by the planners of the centennial train.

I hope that those who will direct Heritage Canada will look into the possibility of reprinting a book entitled "Lake St. Louis, New and Old", a book containing early history of the west island of Montreal, a book that is very rare. In fact, I know only of two copies in existence, one in the parliamentary library and one in the city hall of Lachine. The author of this book was Mr. D. Girouard a Member of Parliament for the House of Commons for 13 years from 1878 to 1891. I made a request that this book be reprinted for centennial year, but that was refused by the Honourable Judy LaMarsh. Many libraries, schools and citizens of the west island were hoping to obtain copies at that time. I hope that Heritage Canada will make this possible.

As a member of the Standing Committee of Transport and Communications, I hope that Heritage Canada will include in its program the preservation of the Lachine Canal as an historic site and as a viable waterway for pleasure craft. The first inhabitants of Lachine came in the year 1666, over 300 years ago. Robert Cavalier Sieur De LaSalle was granted a seigniory west of Ville Marie, and the area was called Lachine because of LaSalle's pretensions that he would discover the route to China. As early as 1670, a missionary, Monsieur De Fenelon, made the suggestion to link Lachine with Ville Marie by a canal through Lake St. Pierre, thus avoiding the portage at Sault St. Louis. In 1700, Dollier De Casson, Superior of the Seminary of St. Sulpice, undertook the cutting of a canal. In 1714, Gedeon De Catalogne, a marine lieutenant and engineer, attempted to complete the canal without success. By 1733, the Lachine Canal was constructed for a mile in length to a depth of two feet, six inches of water and provided a practicable waterway for the canoes bound for the Ottawa and the far west. It was not until nearly a century later from 1821 to 1824 that the canal was reconstructed; it was enlarged in 1843 to 1848 and again in the years 1877 to 1880, with complete reconstruction between 1896 and 1904. Transit navigation on the Lachine Canal ended in 1959 with the opening of the St. Lawrence seaway. Without any proper consultation, the seaway authority in 1965 backfilled the east end of the canal and took no initiative to look into the future use of the canal. Their foremost thought was to get rid of the old Lachine Canal.

I made two speeches in the House of Commons demanding that the Lachine Canal be used for pleasure craft back in January, 1967 and October, 1970. Through Heritage Canada, it is hoped that the Lachine Canal, which played a vital role in our early Canadian life, will continue to be part of our lives as a living historical monument, a viable recreational haven and a gateway for pleasure craft from the heart of Montreal to Lake St. Louis, west to the Lake of Two Mountains and the Ottawa River or the St. Lawrence to Lake St. Francis, the Great Lakes, and possibly east to Lake St. Pierre, the Richelieu, Lake Champlain and the Hudson. I believe that the citizens of St. Henri, Ville Emard and Point St. Charles, who have for so many years been deprived of water rights on the St. Lawrence

River because of the Montreal harbour, should be given the opportunity to own pleasure craft and the proper facilities such as a Lachine canal waterway with marinas, and the right of access to Lake St. Louis and Lake St. Peter.

• (1620)

Although the government has been silent in regard to the Lachine canal, they hired planning consultants, Jean-Claude Lahaye et Associés, who studied the canal's future role and recommended that it be used for pleasure craft and even that the east end be reopened. Although the government is silent in this regard, it seems the Rideau and Trent system, and even the Richelieu canal system, will be retained and developed for tourists. What is wrong with these tourists having the facilities to enter their pleasure craft into the heart of Montreal? I say, Mr. Speaker, that it is time this government took action through Heritage Canada and created a historic parkway along the Lachine canal and made this area look as beautiful as the Rideau Canal Parkway.

Mr. Robert C. Coates (Cumberland-Colchester North): Mr. Speaker, I am pleased to have this opportunity of participating in this debate. May I first congratulate both the mover and the seconder of the Address in Reply to the Speech from the Throne upon their participation in this debate. They must have taken some pleasure from being singled out by their government to lead off this debate. I was also pleased last Thursday, as one who believes in the constitutional monarchy form of government, that the government reverted back to old practice and that the Governor General mentioned the name of the Queen on more occasions than has been usual in the recent past.

May I now turn to some of the questions that I am sure are in the minds of all Canadians, because they have been asked almost continuously since 1968. There were some in Canada who questioned the direction of this government when the present Prime Minister (Mr. Trudeau) became leader in 1968. Today, there is no doubt in anybody's mind as to this government's direction. It has been Liberal. The extent of that liberalism probably exceeds that of any government's in Canada's history.

Let us look at some examples of this liberalism. Let us look at the government's liberalism in the proliferation of misery and suffering in Canada. There has never been more in the memory of most. The degree of that misery would exceed even that of the 1930's if it were not for the social justice system that has been established in this country by governments, both Liberal and Conservative, since that time.

The government has been liberal with unemployment. It has spread like a cancer among Canadians who, in 1968, could not have anticipated or imagined themselves in such a position in 1972. The government even went so far as to manufacture its own unemployment with ill-fated policies that were supposed to defeat inflation. We managed to get the worst of both worlds by this action.

It has been liberal in sowing the seeds that destroy incentive and promote the welfare method of living in the nation. One now has to make an assessment as to whether money will be lost if one goes to work, if a job can be found. The government has done everything in its power to sap the strength and optimism of the business com-