

ever, what concerns me is that the government neglected to include the first canal built, the Lachine canal.

• (2200)

The entrance to the Lachine canal fronts the city of Lachine and the area in which the massacre of Lachine took place. It is from here that LaSalle left to carry out three of his explorations. All voyageurs going west passed through Lachine. The first attempts to build the Lachine canal took place as far back as 1670 and continued until 1733 when the first canal was completed. Almost a century later, between 1821 and 1824, a new Lachine canal was built—ten years before the Rideau, Trent and Carillon canals and 20 years before the Richelieu, Chambly and Ste. Anne canals.

Is the government aware that the city of Lachine has itself been maintaining a 3,000-foot section of the second Lachine canal, the oldest in Canada, and that on its shore the former Hudson's Bay trading post still stands? The building has not been designated as an historic site; it should be converted into a museum by the federal government.

The government hired the firm of Claude LaHaye and Associates to study the future role of the Lachine canal. After a complete and thorough study this firm recommended that the canal should be used for pleasure craft and that the east end be reopened. The government made an error when it sold the Soulanges canal for one dollar to the province of Quebec. Let us not make a similar, tragic mistake.

I believe that the Lachine canal, the Soulanges canal and the Cornwall canal should be included in the national parks system and operated by students during the vacation season. This would provide more jobs for students during the summer months while at the same time allowing pleasure craft under 20 feet in length to enter the heart of the city of Montreal. Such craft are at present restricted by the Seaway regulations. It would give an opportunity to the people of Montreal, particularly to those living in St. Henri, Point St. Charles, Ville Émard, LaSalle, Ville St. Pierre and Montreal West to own pleasure craft and to build marinas. They would even be able to enjoy skating in the winter time as we do here on the Rideau canal.

I ask that the LaHaye report be referred to the Standing Committee on Indian Affairs and Northern Development for immediate study and that the following recommendations made by LaHaye be immediately adopted:

It is strongly recommended that the St. Lawrence Seaway Authority make representations to the Department of Regional Economic Expansion to conduct an over-all study of recreation in the Montreal region. The development of the canal and its immediate surroundings should form an integral part of this study.

Mr. Speaker, the government recently announced a program for the relocation of the E. B. Eddy Company's operation in Ottawa at a cost of \$29 million. Yet the historic Lachine canal, which could become a viable pleasure craft route into the centre of Montreal, with an important tourist potential, is not included in the national parks scheme. It is an insult to the population of Montreal to see so much done along the Rideau Canal parkway while the Lachine canal remains a dump due to the policy of the St. Lawrence Seaway Authority. For further infor-

Proceedings on Adjournment Motion

mation I would refer hon. members to the speeches I delivered on January 9, 1967, on October 19, 1970, and February 21, 1972, as recorded in *Hansard*.

The Lachine canal is historic. I have prepared a short history on the Lachine canal to prove this point and copies are available to any person requesting one. The Lachine canal should be given national park status and be transferred immediately.

Mr. Allen B. Sulatycky (Parliamentary Secretary to Minister of Indian Affairs and Northern Development): Mr. Speaker, the representations of the hon. member for Lachine (Mr. Rock) regarding preservation of the Lachine canal are well known. He spoke in this House in 1967 and in 1970, and he mentioned the canal most recently last week on the first day of the debate on the Throne Speech. I know that in the last few days he has been pressing his case in every quarter he can find. He has distributed copies of his very well-prepared brief to all members of the Standing Committee on Indian Affairs and Northern Development and I wish to compliment him on a fine piece of work.

The historic past of this canal has been linked with the history of the Lachine area for nearly 250 years. It was indeed this great history which first led to the study of this canal for possible transfer to the Department of Indian Affairs and Northern Development, for preservation. However, detailed study of the canal revealed that it had been extensively altered on at least four occasions including a complete reconstruction at the turn of this century. These changes have been so great as to preclude any possibility of restoration to the earlier historical configuration. The cost of such work, if it were attempted, would be prohibitive.

As well, it was noted that the canal is still used for some commercial activity, although it is not completely operational as were the other canals which were transferred. As a result, it does not offer the same scope for public use as a recreational area. For these reasons, it was decided that the Lachine canal could not be included in the transfer which has just been completed.

REGIONAL ECONOMIC EXPANSION—REQUEST FOR ORGANIZATIONAL MEETING OF STANDING COMMITTEE

Mr. James A. McGrath (St. John's East): Mr. Speaker, the statement made in the House today by the Minister of Regional Economic Expansion (Mr. Marchand) that the offer to Bélanger Limited, made, accepted and announced in March, 1971, has now been cancelled confirms my repeated claims that the figures of expected job creation quoted by the minister are grossly misleading. In this regard I am certainly grateful to the minister for this admission.

In this particular case a year would have passed between the initial publication of jobs to be created and the announced cancellation. This case is not at all unusual, however. The figure of an estimated 51,281 jobs to be created from DREE grant offers which the minister is quoting currently includes thousands of jobs which will never be created. The offers which were to have created them will be cancelled in future months or the firms will go bankrupt.