

*Supply—Northern Affairs*

is located there. I am sure all hon. members will readily recall the part that late president played during the hectic days of world war II. I feel, as I am sure all my constituents do, that the acquisition and development of this home and the formation of an historical site there would be a great attraction for tourists to the southwestern part of New Brunswick.

I commend these matters to the attention of the minister, realizing that he is anxious to develop all parts of Canada, but would assure him that in my constituency we have one of the most important locations for the development of an historical site which, if developed, would serve as an historical monument for all time.

**Mr. Broome:** Mr. Chairman, I would like to lend my support to the remarks of the hon. member for Coast-Capilano regarding the advantage which would accrue from the establishment of a national park on the Pacific coast. I remind the minister that this is the only area in Canada where there is not a national park. I believe we should have one there.

I particularly draw the minister's attention to certain matters regarding the development of national historic sites. This subject occupies some 12 lines in the annual report of this branch, but it seems to me that perhaps a bit more emphasis should be given to the development of these historic sites. For instance, a bridge is being built over the Fraser canyon at Alexandria, to be called the Alexandria bridge. The federal government is contributing 90 per cent of the cost of constructing this bridge. At the west end of the old bridge there is a stone cairn erected to the memory of the royal engineers who built the Cariboo road. Many times I have seen tourists stop to read the inscription on this cairn. I am wondering whether, in the development of the new bridge, this cairn will be left to disintegrate at its present location.

I suggest that the preservation of historic sites must be a responsibility of the federal government, although I am not denying that this is the responsibility of governments at all levels as well.

Mr. Chairman, I have in my hand a full page advertisement which appeared in the *Montreal Gazette* of May 5, 1961 and I would like to read the article appearing there under the heading "Renaissance at Recollet". That article reads as follows:

The new Toronto-Dominion bank building, rising at the corner of St. James and McGill streets, has its foundations deep in the historical soil of old Montreal.

Facing on St. James street and reaching back along McGill to Notre Dame street, the building occupies a site within the ancient limits of "the city within the walls".

The Recollet gate, which was the western gateway to Montreal, stood where Notre Dame and McGill streets now join. This was the gateway of the explorers, the missionaries, the soldiers, the traders. It was the gateway to history.

The gate, and the monastery that gave it its name, have long since been swallowed by time and progress.

Progress is represented by great rectangular buildings of glass and aluminum and, while they are necessary, it is my opinion that steps should be taken to protect anything which is of value in an historical or traditional sense. There exists in Vancouver an old vessel named the *St. Roch*, which is rotting because its maintenance is beyond the financial capacity of the city. The city did build a maritime museum as a centennial project, and it was suggested that the *St. Roch* should be part of that museum. I am wondering whether the *St. Roch* is an important part of our national fabric. If so, should one set a price on this history?

It seems to me there is room, within the field this branch of the department occupies, for expansion and for greater and wider thinking directed toward the preservation of those historic items of importance to Canada. I suggest that the minister and the officials of his department are the custodians and caretakers of these historic items and sites for our future generations, and that if an historic item is destroyed it can never be replaced no matter how much money is spent in the attempt.

I suggest, therefore, that his officials give consideration to preserving the *St. Roch* as an historic vessel, occupying a place in our history, in the same way that the British people have done in respect to Nelson's flagship. I do not suggest that the *St. Roch* occupies a similar position of importance, but when viewed within the framework of the relatively short length of this nation's history, this vessel has played an historic part in the development of the north and surely should be considered as such and perpetuated for generations to come.

(Translation):

**Mr. Ricard:** Mr. Chairman, as you know, I have the honour of representing in this house the riding where you were born. That is why I am sure you will welcome my remarks, but I shall be brief.

You and I have learned, from our earliest childhood, the glorious feats of arms of our ancestors in the St. Hyacinthe area during the troubles of 1837.

We have learned too that they took an active part in the development of French