

2,000 or 3,000 people will be built immediately adjacent to the parking lot for the present ferry terminal in two or three years. There are already residential buildings approximately one-half mile to the east, but these will be directly adjacent to the terminal near the foot of Bathurst.

To have the airport eventually linked up to a renewed Spadina Expressway, to the terminus of a Scarborough expressway, and to the terminus of the 400 extension from the northwest, all pointing to downtown Toronto and carrying an immense amount of traffic to the Toronto Island Airport, would considerably disrupt the present fairly stable life of downtown Toronto. The commercial areas as well as the residential areas there are at present in a reasonable equilibrium, but are full to completion. A motivation for bringing new expressways downtown would endanger considerably the present balance of life in downtown Toronto.

The fears of many people were confirmed by the news stories published as soon as this Bill passed committee hearings. The news stories indicate that the purpose of this legislation is more than meets the eye. It is more than simply to take the financial burden off of City Council, the reason given for its introduction. The news stories reflected the Minister's speech given at the beginning of this debate. They say that there could be a \$20 million expansion of the airport including refurbishing of the terminal building, more modern control towers, state of the art computerized landing equipment, increased parking facilities, and so on. Another headline in the same Liberal paper, *The Toronto Star*, says that the door is now open to an island tunnel. A similar headline in *The Globe and Mail* says that the tunnel to the Toronto Island Airport is likely.

That could be a serious matter, Mr. Speaker. The suggested purpose for this expenditure of public funds is to enable the airport to be privatized. In other words, the suggestion is that the Government will be following the pattern of pouring public money into a losing public project until it is almost at the point of viability, as it did with de Havilland, and then, having made it profitable with more public money, it will sell it off to a private entrepreneur. In that case controls on the use of the Toronto Island Airport will be far more difficult to maintain. We will find that by-laws and leases will be treated very lightly after it has been made a valuable plum for sale by the Government and sold to a private entrepreneur.

The Bill will go through, and the principal and immediate problem felt by a great many people in the City of Toronto appears to have been placed under some control by the amendment regarding the lease. However, there is still a considerable danger that those who have had the effective control of this, such as the Hon. Minister of Transport (Mr. Mazankowski), will be using public funds for the up-grading of the Toronto Island Airport so that it can be sold to private entrepreneurs who, of course, are the friends of the Government. The Government refuses to use those funds to upgrade effectively bus transport or rail transport, such as that in the Windsor to Quebec City and Toronto to Ottawa corridors. We are still

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running old rattletrap trains there, when they are not broken down or running late.

The Minister is presumably going to refuse to put more money into a mode of transport that can carry everyone at an economic price, and will, rather, be pouring those dollars into the airport. The people of Toronto will be watching to see what the Government does in the next year or so with the airport that Toronto produced but that other people now wish to take over.

Mr. Forrestall: Mr. Speaker, it might be useful to Members if I begin by reiterating briefly the comments I made in my opening remarks with respect to any capital structural changes. All investments at the Toronto Island Airport will be carried out only after full consultation with the City of Toronto and the harbour commissioners, and within the terms and conditions of the lease agreement. The Hon. Member has raised a very legitimate question. The lease very specifically prohibits the construction of a bridge or vehicular tunnel from the mainland to the Island. While the lease would in fact permit the construction of a pedestrian tunnel only, it is the position of the Government, which was also the position of the previous Government, that, unless the City of Toronto agrees to and supports the construction of a pedestrian tunnel, the Department, as a signatory to the lease itself, would not support any plans for any form of an access tunnel including a pedestrian one. I thought I would make those two points, which may set the hon. gentleman's mind at rest.

● (1450)

The previous speaker had some concerns about embracing the right of access in the Bill. The difficulty with that is that no one has ever had a right of access. In order to maintain safety and control of the ninth busiest airport in Canada, people cannot be allowed to cross a very active runway on their own volition. It must be in the control of the operators of the airport.

Historically, access across airport land has been a matter of negotiation between the people on the Island and the operators of the airport, and it has seemed to work very well. So far there has not been any difficulty and, quite frankly, we do not foresee any difficulty in the future.

Mr. Les Benjamin (Regina West): Mr. Speaker, I want to intervene briefly in this debate on Bill C-76. My colleagues, the Hon. Member for Beaches (Mr. Young) and the Hon. Member for Spadina (Mr. Heap), were active in the committee as well as at second reading stage of the Bill. Of course, the Bill is of more direct concern to them and other Members from the Metropolitan Toronto area.

However, there are developments in this case which are very similar to developments in other airports that will occur particularly in the months and years ahead. I believe this should be brought to the attention of the Ministry.

With the expansion of air traffic, the number of aircraft, the landings and take-offs, the number of passenger airlines, the infrastructure for airports and the personnel required to oper-