

Supply—Transport

is a 30-foot ship channel. Our harbour, civic and trade bodies should resume their battle for it by every means possible.

I feel that closer co-operation should exist between the Departments of Transport and Public Works and the provincial government in assessing responsibility in respect to the erosion problem. Certainly the Department of Public Works is responsible for seeing to it that the channel is kept open at all times so that we can accept the shipping that would normally come to us. I do not hold the view held by the hon. member for Vancouver-Quadra in respect to T.C.A. and pipe lines. I would go so far as to suggest that the report on the river development and dredging should be sent to the Minister of Transport indicating where dredging is necessary and where it is being done. The report would necessarily come through the Department of Public Works. I am satisfied that by doing that it would be of some particular value.

I see my time is about up. There were many other things I had hoped to discuss, but I shall do that either in this committee or in the committee on railways and shipping. I submit that there should be closer liaison between the two departments.

Mr. Enfield: Mr. Chairman, I should like to discuss a certain matter rather briefly under this heading and in doing so I will be departing from the rather excellent general nature of the remarks so far in this debate. I should like to deal with a problem of particular importance to a particular group of people. Before doing so I should like to say a complimentary word to the Minister of Transport. He does not receive too many compliments, particularly from the opposition, or when he does there is some sort of rider attached.

An hon. Member: I do not think he needs them.

Mr. Enfield: He may not need them, but I will express them anyway. I find myself in the odd position of speaking for the front-benchers today, being the solitary occupant of that position. I think we all recognize the minister's ability as an administrator and in the house. Gentlemen, could I have your attention? This is important. I have found the minister extremely co-operative when meeting delegations with which I was concerned or when looking into problems concerning York-Scarborough. I am sure that all members have had this same experience.

The question I wish to discuss concerns the transportation of people rather than freight, particularly the transportation of people through, in and around our cities and large metropolitan areas. I intend to deal with the problem of the commuter. This is a very live

issue in metropolitan Toronto at this time. The problem of the commuter is a growing one in which the railways are involved because they constitute one extremely important method by which a very grave situation can be corrected. This is a national issue because the problem will continue to grow as long as our cities continue to grow.

I find it rather difficult sometimes when dealing with matters concerning railways to decide where government policy ends and where the internal management of the railways takes over. However, I think in presenting something which embodies a new concept or a new method or idea of operation I would be presenting something which falls within the purview of policy and as such would be a proper matter for the government to consider when dealing with Canadian National Railways or any other railway company.

I should like to deal with metropolitan Toronto, and perhaps hon. members will forgive me for taking this particular example. It is an area with which I am particularly familiar, but I think what I have to say will have a general application wherever this problem exists in the country.

At the present time metropolitan Toronto has a population of about 1,334,000 people, with another 60,000 or 70,000 in the area along the borders. Metropolitan Toronto covers 239 square miles. According to representations made to the royal commission on economic prospects, in 25 years or so it is expected that the population of metropolitan Toronto will double to roughly 2,800,000 people, and that the metropolis will completely occupy some 300 square miles of territory.

Every morning and night vast numbers of people move into and out of metropolitan Toronto. Thousands of these people are driving the cars of tomorrow on the roads of yesterday. Other thousands struggle to get seats on public transportation if and when that is available. In the evening the exit begins and the difficult problem of transportation is in evidence at least twice a day every day.

The metropolitan corporation has grandiose plans to solve the problem. They are considering the building of new arterial roads and subways. We have one subway which cost many millions of dollars and other subways are visualized, as well as new bridges. But the cost of all this will be fabulous. I believe it is estimated that within the next 15 years there will be expended under present plans being discussed by the metropolitan corporation a total of \$1,000 million in order to provide means of ingress and egress into and out of metropolitan Toronto.