

*The Address—Mr. Martin*

arrive at meaningful and carefully laid out short-term and long-term plans that will result in providing the kinds of leadership and direction in our national and international economic affairs that will, no matter how difficult to sell from a political point of view, impose on the governed those proposed solutions or courses of action that the best collective wisdom available will have deemed most appropriate under the circumstances.

In this regard, it is my view that what would be most inappropriate would be hastily contrived solutions, particularly those having strong nationalistic overtones and built-in long-term rigidities that are unable to respond quickly to continuing and ever fast-changing world circumstances. I say this because it is my belief that our worldwide society is beginning to experience, in economic affairs, the kinds of quick and sudden changes on an international level that we have been tending to experience of recent years in other aspects of our life. I seek and solicit leadership in this difficult economic environment from my national government under the direction of the Prime Minister and the Minister of Finance (Mr. Turner).

I feel that it is most appropriate and fitting, Mr. Speaker, that our own Minister of Finance should have been elected recently to chair the interim committee of ministers of the International Monetary Fund that has been established to undertake a penetrating, in-depth analysis of the free world economic environment. Hopefully, this will lead on a long-term basis to the kinds of recommendations on the national scene that will provide the basis for sound courses of action which will prove helpful to all Canadians. This is the kind of meaningful leadership that over the long-term will, in my view, bring credit to this government, to Canada and to Canadians as a whole.

In the short-term I ask simply that my government show a high profile of leadership in this difficult and delicate area that, while perhaps not satisfying all, will nevertheless provide the basis for shorter term courses or directions in our national economic affairs which will be in the best interests of the constituents of Scarborough West and of all Canadians, no matter where they reside. I am confident that this leadership has been indicated in the throne speech and has been further elaborated upon by the Minister of Finance in his recent speech before this House. In my view, this strong leadership will become even more evident over these next few months as progress is made in our thirtieth parliament.

The next issue on which I would like to speak is that of transportation. There are two aspects to this issue that are of particular interest to me—one is on the national level and the other on the local level. On the national scene, I welcome the positive and constructive measures that are being proposed to assist the average Canadian to be better served by the various forms of public transportation available to him. As one who has had the privilege of travelling with his family throughout a good portion of the more accessible areas of our country through the medium of holiday auto camping trips over these past several years, I am conscious of the continuing lack of adequate facilities to meet the real needs of today's automobile traveller. I am even more conscious of the disincentive that is built in for Canadians who wish to travel by means other than

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automobile within their own borders or those of North America.

In fact, there are real incentives, particularly in the area of air travel, for Canadians to vacation in those parts of the world that lie beyond the confines of the North American continent. We talk of the need to do innovative things in order to promote national unity in this country. We are willing to go to the extent of providing subsidies, in some instances, to encourage business activities within Canada and, at the same time, occasionally offer disincentives for those who may be conducting business activities which do not appear to be in the interests of promoting Canadianism. Surely, Mr. Speaker, it is in our long-term interest to encourage Canadians of one creed or language, or of one geographic region or another, to get on the move and make a definite effort to meet neighbours to the east, west, south or north and, in the process, hopefully obtain a more comprehensive understanding of the wonders and potential greatness that nature and history have imbued on the geography and peoples which make up this great nation.

● (1710)

The other aspect of the transportation issue to which I would like to address myself, Mr. Speaker, relates to the local scene in my borough of Scarborough. The municipality of Scarborough today consists of some 375,000 residents and is the fifth largest municipality in Ontario. Current projections indicate a potential population of one million by the year 2000. This municipality, today at a half-built stage, may well become one of the largest single municipalities in Canada.

Contrary to the situation that prevails in so many North American cities today, my municipality is in the process of building a centre core, the showpiece of which is our fabulous new town centre opened by her gracious majesty Queen Elizabeth II during her Canadian visit in 1973. This municipality offers a unique opportunity to act as a testbed for a new national thrust in the field of urban transportation and over-all urban design, including parks and housing. I invite my good friend, the Minister of State for Urban Affairs (Mr. Danson), to look closely at the potential offered by Scarborough in considering new experiments that may now or in the future be conceived in relation to this aspect, bearing in mind, particularly, consideration of intermediate forms of transit that could supplement existing and proposed subway routes.

I would like to address myself to one more local matter relating to the municipality of Scarborough, and that relates to the continuing erosion of our beautiful Scarborough bluffs. These bluffs, Mr. Speaker, stretching as they do along the southern boundary of my riding and that of my colleague, the hon. member for Scarborough East (Mr. O'Connell), where the land meets Lake Ontario, are a phenomenon not duplicated in many other areas of the world. The erosion problem is reaching alarming proportions, and in my view goes beyond a mere municipal or provincial problem. It is, I suggest, a national problem in that the geographic formation of the area involved is so picturesque and unique, and also in that these bluffs form the effective international boundary of the country, situated as they are on the north side of Lake Ontario.