

existed between the two wars. Those hon. members who visited our city the other day got a bird's-eye view of the results of the inauguration of the street car system and the taking over of radials, waterfront improvements and so on, all of which contributed to the prodigious development of that city.

In the district I represent in the House of Commons today, Broadview, and in the Greenwood and Danforth districts, tickets on the new civic car lines in the early days were six for ten cents. The result of the transportation system which we established was the erection of thousands of houses. The hon. member for Danforth (Mr. Harris) will bear me out in that assertion.

All that work was done without any federal or provincial help at all. We inaugurated car lines, radials, buses, water service, sewers, police protection, health regulations and other benefits for the people in those districts, and the result was that many of the returned soldiers in Davenport and all the other ridings from East Toronto to the Humber started building houses for themselves, beginning with a cellar in the summertime, and then putting up one story. Neighbours would come and give assistance and in that way they would help to build a second and a third story. I am simply giving you cause and effect so far as housing is concerned.

My sole purpose in speaking this afternoon has been to try to give the minister some constructive suggestions. I am one member of the House of Commons, and I do not speak for this party; far from it. I leave that to some others who claim that they represent it. I will say this, however. I do give the minister some credit for what he did during the war and even after, as I see what was done in our city. I am one of those who try to get on with people and to work with governments as with individuals.

I would remind hon. members of what took place in this house in June 1923. I was then chairman of the harbour board. I had a meeting until 3 a.m. with the government as to a settlement of the Toronto viaduct case with the two national railways. I acted for the city and harbour and discussed the matter with the then Liberal government. The result was that I marked it down from \$37,000,000 to \$30,000,000. Present were Sir Edward Beatty, then president of the C.P.R.; Sir Henry Thornton, president of the Canadian National, and Mr. Graham Bell, who was deputy minister of railways. I represented the city and harbour board and I showed them all the facts in connection with the viaduct

[Mr. Church.]

and my plan for closing certain streets and cutting down the whole cost to \$30,000,000.

An act of parliament was passed at the end of June 1923 and work was later begun on the viaduct. The new Union station was finished, and extensive harbour improvements were carried out for twelve miles to the Humber river. Transportation by civic car lines, cheap power and other civic services in Toronto and suburbs are the main reasons for the success of housing after the taking over of the street railway.

In connection with the proposed purchase of the old Toronto street railway, it was supported by five of the six newspapers; only one paper, the *Toronto Telegram*, was opposed to it, and in the city hall only the present member for Broadview and one other opposed it. Had the deal gone through the people of Toronto would never have been able to take over the street railway or the radials, nor would they have been able to remedy the deplorable conditions that existed in our city and harbour or to give the services which hon. members saw for themselves the other day. I was the mayor and I piloted the civic bill for the T.T.C. through the legislature and nominated and chose the first T.T.C. commission. It brought about a vast housing improvement and made of Toronto and district a city of homes.

We need a steam suburban service in Toronto. Look at the service they have in Montreal and its aid to suburban housing. The use of commutation tickets between Toronto and Brampton, Oakville and other points should be extended.

After the first war, under private enterprise, many persons, including returned soldiers, built their own houses in the suburbs of the city. A great deal of building was done between the two wars, and much has been done also since the close of the second world war. The other day I was surprised to see the great development that had taken place on the Lake Shore, the Dundas highway, ward 7 and the Kingsway through to Oakville, in the matter of housing, mostly by private enterprise.

According to the report of the assessment commissioner, during the period of the two wars and until recently some seventy per cent of the people in Toronto city owned their own houses. It might be a small cottage, or it might be a two or three story house. Everyone wanted to own his own house, including the industrial workers, because of the cheap electricity, power, light, transportation, and the other public utilities.

I do not want to see our city become a city of apartment houses. In 1926 and 1927, and again in 1935, 1936 and 1937, I introduced a