

Proceedings on Adjournment Motion

Canfield, Ohio. Five other United States boat in the port at that time were ordered to leave. The owner of one was a United States visitor who had this to say. "I have been coming to Port Dover for 40 years. I was born in Canada and this is the first time I have been asked to leave the country." The incident to which I have referred has damaged good will between our countries and brought disrepute to our tourist industry. Our tourist industry is most important, and if this sort of thing is tolerated efforts at tourist promotion become a mockery.

I do not wish to be entirely critical, Mr. Speaker. I wish to suggest some solutions. As has been suggested in other contexts, the customs officials at Port Dover should be paid sufficient overtime to induce them to work at peak periods during the week end, when the majority of people call in at Port Dover. Let it be worth the while of the customs official to work overtime. Also, give him some leeway and discretion. Perhaps customs clearance might be effected by telephone. Another possible solution would be for an extra man to be taken on for the peak period of three months. Still another solution might be to permit marina operators in the town of Port Dover, willing to undertake those duties, to take necessary information from the visitors and turn it over to the customs officer when he opens his office the next day.

Perhaps the R.C.M.P., who are already on patrol there, might be given the authority to clear these boats. Above all, Mr. Speaker, a directive for the guidance of the officer must be forthcoming from the department. Action must be swift. Phone calls are now being received at Port Dover from United States tourists who are planning to visit there from July 1 to July 4. Phone calls are being received from Erie, Ashtabula, Cleveland and Buffalo, inquiring whether clearance will be given to them at the port of Port Dover. This is an urgent problem and demands urgent action.

Mr. H. E. Gray (Parliamentary Secretary to Minister of Finance): Mr. Speaker, I have been asked to reply to this question by the Minister of National Revenue (Mr. Coté). The minister's reply is as follows.

In reply to the question raised on June 23 by the hon. member for Norfolk-Haldimand (Mr. Knowles), two pleasure craft owned by residents of Pennsylvania were penalized \$10 each on Saturday, June 21, by the R.C.M.P. for failure to report at customs although one had been in Port Dover for approximately 22

hours and the second for a period in excess of four hours. The customs officer in charge at Port Dover was available at his residence to accept such reports, if and when requested, a fact which would have been known to the marina operator at which the boats were docked. The owners of the other five pleasure craft referred to left Port Dover without contacting either the R.C.M.P., or the customs officer in charge at Port Dover, so there was no question of their being ordered out of the country.

In so far as the procedure for clearing United States visitors through customs on week ends is concerned, notification was given, under cover of letter dated June 4, 1969, to all boat clubs and marina operators in the area, as well as to other interested organizations at Port Dover and Simcoe, informing all concerned that as of Saturday, June 28, 1969, the Port Dover marina would be serviced by a customs officer from 9 a.m. to 5 p.m. Monday through Friday and from 9 a.m. to 12 noon on Saturday, until September 6, 1969. At other times, visitors may report to customs by telephoning the customs officer in charge at Port Dover at his residence, or customs officers at Simcoe, details of which, including telephone numbers, are to be posted on the customs office door and at the Port Dover marina.

HARBOURS—TORONTO—FEDERAL PARTICIPATION IN CONSTRUCTION OF PORT

Mr. Hyl Chappell (Peel South): Mr. Speaker, I wish to speak on behalf of the city of Toronto. I thank the Minister of Transport (Mr. Jamieson) for being here this evening.

The port authority of the city of Toronto has come up with a most imaginative and realistic plan for the development of the whole waterfront. By an inexpensive method they propose to improve the harbour service by sucking sand from the shallow waters of the old inner-harbour and a new outer-harbour and by combining this dredged material with fill from construction sites to add over 1,000 acres to the waterfront. This new land would: add to the Canadian National Exhibition Grounds; greatly increase the recreation area of the islands; provide a site for a harbour city to house about 75,000 people; make possible the modernization of the inner-harbour; create a new outer-harbour which would provide about 400 acres of dockage and give Toronto a new airport to replace the now obsolete island airport.