

think it makes us all the more cognizant of the mood of the people of our ridings and of Canadians in general.

From Mountain Lookout the visitor enjoys a scenic panorama with miles of residential and commercial development in the foreground. In the middle distance is the heavy industry of Canada, the third most important manufacturing city and the home of Canada's two largest steel mills, the whole framed by the dramatic and exciting Burlington Skyway in the background. Front and centre in Canada's golden horseshoe area, Hamilton sits at the strategic west end of Lake Ontario.

It is indeed an idyllic setting for a city. But the natural beauty also gives the city a number of geographical advantages. The advantages of location, harbour and the escarpment would shape Hamilton's commercial and industrial future. It is located at the junction of two great waterways, the United States Mohawk-Hudson and Canada's first inland highway, the St. Lawrence River.

Hamilton Bay is an ideal harbour. It is protected by a sand bar sheltering it from the rougher waters of Lake Ontario. This protective harbour saved the British Navy and perhaps Canada from the Americans during the War of 1812 when the navy slipped into the harbour. Some suggest we have a navy in Canada which is disappearing. I am sure our government will be doing something about that.

The escarpment on the mountain itself has been an asset. It was formed by glacial deposits on the receding of the ice age. The sedimentary rock of shale, sandstone and particularly limestone provided necessary raw materials for industry. With all these natural assets one might say that a city at the end of Lake Ontario was inevitable, but one would not have predicted a city with the vibrancy and diversity of Hamilton today. These geographical advantages were used by past generations of Hamiltonians to make it Canada's industrial giant, as well as the second largest city in Ontario, producing 60 per cent of the nation's steel, which in turn is responsible for Hamilton being the third largest port in terms of tonnage in Canada.

● (1510)

It is against such an economic backdrop that Canada's two largest steelmakers, the Steel Company of Canada and Dominion Foundries, are pushing ahead with significant increases in capacity. In 1978, Dofasco brought into production its new steel-making shop which represented at that time the largest single capital investment in that company's history. But this project, important as it was to Hamilton and to Canada, was dwarfed in an announcement by the company last week of a new mill, the construction of which is to cost \$350 million. And just six months from now, Stelco will pour the first steel at its Lake Erie development, in an expansion program which is the largest single venture in the history of the Canadian steel industry. So even in these times of economic troubles I am proud to say that Hamilton, the ambitious city, is holding its own.

There were, however, problems with respect to getting help from federal governments in the past; hopefully, there will not be the same difficulty in the future. There is, for example, the

The Address—Mr. Beattie

question of seaway tolls so central to keeping these giants of industry expanding and keeping Canadians working. I might refer to the blatant discrimination of seaway tolls as they pertain to bulk cargo vis-à-vis general cargo. There is also the matter of a commitment made by the previous government—nothing final has yet been determined—concerning funding for an important expansion project in Hamilton harbour.

We also have an airport, of a sort, in Hamilton whose 215,000 movements a year—215,000 movements, yes—placed it seventh in the whole of Canada, ahead of Mirabel, Windsor and Winnipeg, just to mention a few. The city of Hamilton has been clamouring for the last ten years for expanded facilities, improved runways, better lighting and navigational aids. In 1973, as a member of Her Majesty's loyal opposition, I asked a question regarding the expansion of Hamilton airport and was told a decision would be made after the completion of environmental studies. Mr. Speaker, six years later I find they are still studying the environment. At this point we know the habitat of every bullfrog and reed in Wentworth county but still no decision has been reached. Can anyone question the attitude of some Hamiltonians who claim they work hard all year and ask where it gets them in terms of promises from government? To copy a well-known television advertisement, they get it in the back, the neck and God knows where else. Am I asking too much when I press at this point for a decision which would eliminate the atmosphere of uncertainty surrounding this extremely important project? I think not.

Hamilton, I might add, is a city destined to grow and prosper, an ambitious city. It might well be termed a city within a city, because as is the trend in most metropolitan areas many workers live in the suburbs and commute to work. Today, 30 per cent of the population live atop the escarpment, hence the term "split level city" and the name "Hamilton Mountain" for the constituency which I proudly represent. So part of the area could be described as a bedroom community for the city proper and is highly cosmopolitan, its population made up of many ethnic groups. These new Canadians, through their activities and by reason of their heritage, add colour and depth to the city's cultural fabric which does much to build a sense of co-operation and understanding among all the citizens. Hamilton is a richer community as a result and is a microcosm of Canada in this regard.

I am proud to say that Hamiltonians were in the vanguard of Canadians who contributed time, effort and money in alleviating the plight of Vietnamese refugees. As one of an earlier group of boat people I know how grateful we all are to Canada for granting the opportunity to build a new life in this great nation.

Having said this, I should like to add a few words of comment. One gets the impression at times that anything but blind acceptance of present immigration policies as they relate to refugees is to be viewed as being in poor taste. But if there are valid questions to be asked—and there are—not all of them are being asked by racist, red-necked crackpots who lack compassion for those less fortunate. There are some questions to be asked pertaining to racial balance or imbalance and I do