

Proceedings on Adjournment Motion

ty and beauty. Mr. Speaker, I would not want you to rely on my evaluation of what is beautiful, so I would ask you to note the comments of the vice-president of the Architectural Conservancy of Ontario who sent a letter to the chairman and members of Toronto city planning board on June 29 as follows:

Next to our federal Parliament buildings, the Toronto Union Station is the most majestic of Canada's public structures. Its concourse is easily the most magnificent enclosure of space in the country.

With lamentable disregard and in complete insensitivity, it has been proposed that this national heritage be demolished, despite the fact that its useful life span could be prolonged indefinitely. Such vandalism is all the more inexcusable when it is realized that its design is well adapted to fitting into any new complex.

I should also like to quote Professor Richardson, another vice-president of the Architectural Conservancy of Ontario, who appeared before the private bills committee of the Ontario legislature. He stated as follows:

They are heroic buildings of noble stance and national importance—

The station has been described as a ticket lobby, but that vast concourse is the most noble room in this country.

Mr. Speaker, is it any wonder that we become very disturbed with regard to the actions of the government on this beautiful building? It is not only the commercial value that the railways see with regard to changing the railway from Front Street in order to locate it further south that concerns me, but also the transportation problems that will result as a consequence of the change. We not only have the main trains going into the station from all parts of the country, but we have the GO train which services the many commuters who come to Toronto to work. If they move that to the locations they have in mind, there will be a distance of 850 feet between the GO train ticket office and the TTC subway ticket office, approximately 300 yards, and a distance of 1600 feet from gate to gate between the main line of the subway line, roughly 550 yards.

There is also the problem of the economic feasibility of a bus terminal within the Metro Centre. We all know that the Spadina expressway has been cancelled. It will involve many transportation problems in regard to moving pedestrians and other traffic in the downtown core of the city.

Mr. Deputy Speaker: Order, please. I regret to inform the hon. member that his time has expired.

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): Mr. Speaker, in replying to the hon. member for Broadview (Mr. Gilbert) I would like to refer him again to the Minister of Transport's statement in the House on November 16. It is a direct answer to his question. On that day the minister explained that the metro development project was a consortium of companies and that it had the full support of the federal government. The fate of Union Station was one which lay not within his purview but with the municipality.

A great deal of planning and consultation has gone into what is known as Metro Centre, Mr. Speaker. It is a very complex and challenging venture, and I am told it will include a multi-modal transportation terminal, an office-commercial area, a large residential community, a com-

[Mr. Gilbert.]

munications and broadcasting sector and other attractive facilities. Since this project was first announced in 1968 there has been extensive consultation with all levels of government. In this case they were not only with the federal government but with the province, metro and the city of Toronto.

After many years of planning, Metro Centre is now moving into the implementation stage and several inter-governmental liaison committees have been established to ensure effective liaison and co-operation between the public and private sectors.

The hon. member has made a number of observations which I will be glad to bring to the minister's attention.

REGIONAL ECONOMIC EXPANSION—ATLANTIC
DEVELOPMENT COUNCIL REPORT—INQUIRY AS TO
DECISION ON RECOMMENDATIONS

Mr. James A. McGrath (St. John's East): Mr. Speaker, on April 7 the Minister of Regional Economic Expansion (Mr. Marchand) tabled in the House the first report of the Atlantic Development Council. The Atlantic Development Council, under the distinguished chairmanship of Professor William Smith of Fredericton, New Brunswick, a man well known and respected in the Atlantic provinces, was set up under the Government Organization Act of 1969, that being the same statute that set up the Department of Regional Economic Expansion. Section 31 of the act sets out the function of the council. It says that it is the function of the council to advise the minister—

—on matters to which the duties, powers and functions of the minister extend and, in particular, to give consideration to, and make reports and recommendations to the minister on,

- (a) plans, programs and proposals for fostering the economic expansion and social adjustment of the Atlantic region;
- (b) the feasibility of particular programs and projects and the contribution those programs and projects will make to the economic expansion and social adjustment of the Atlantic region; and
- (c) such other matters relating to the duties and functions of the minister under this act in respect of the Atlantic region, as the minister may refer to the council for its consideration.

On December 1, as recorded at page 10065 of *Hansard*, I directed the following question to the Minister of Regional Economic Expansion:

Since the first report of the Atlantic Development Council has been on the table of this House since April 7, and since it contains important recommendations on the strategy for development of the Atlantic region, may I ask the minister if any policy decision has been taken on those recommendations and if not, why not?

To which the minister replied: "No, not yet, Mr. Speaker." I should like to know when the government intends to act on the recommendations of the council. The principal recommendations with respect to the ten-year strategy of development for the Atlantic region involve, first, the creation of 170,000 new jobs over the next ten years and 50,000 jobs in the manufacturing centre. Second, the need for a full employment framework within which the Department of Regional Economic Expansion can operate more successfully. Third, an emphasis on the industrial complex approach. Here the idea in mind is a Crown corporation or something similar to it creating a series of interrelated industries in a particular area. Fourth, regionally sensitive monetary and fiscal policies. Fifth,