

The Address—Mr. Ryan

of government and pertain to one class or object of construction, or else have a higher interest rate. The existing aids are not used as often as they might be because municipalities are unwilling to take the initiative in fields selected by the federal government. In the main, they found that if they did go ahead the construction program often created an accompanying problem. Now, under the proposed legislation municipalities will be able to pick their own projects, obtain the necessary loan or grant and proceed on their own plan. Thus, subways, clearances, redevelopments, public housing, sewers and water works projects, together with other urban and suburban service renewals should be eligible, under this proposed plan, for low interest loans.

The central part of my riding is densely populated. Many are not yet citizens. Some are political refugees who hide acute feelings but who struggle and succeed in this strange but wonderful new land. Those who acquire the language quickly are the happiest and usually the most successful. Many have brought new skills with them to Canada and have made new fortunes in a surprisingly short time.

Unless she goes to business, the wife of an immigrant has great difficulty in learning English. She longs for her native land and occasionally becomes so homesick that she and her whole family will return; but most desire to remain to provide their children with the great opportunities that they readily see this country affords.

There are an unusual number of well attended churches and synagogues in my riding and, of course, the famous Scott mission with its sad lineups of hungry men stretching along the sidewalks of Spadina avenue. Another structure well known to the unemployed is the ancient unemployment insurance commission office on Spadina avenue, where men and women ride up and down in rickety elevators and stand in line for hours and hours. They hope, as I do, for increased benefits, less waiting and less need to be there.

Other buildings of note are Casa Loma, perched in the north end on the shore line of ancient glacial lake Iroquois, the Primrose club on St. Clair avenue west, the medical arts building on Bloor street west, the Toronto reference library on College street, the Toronto Western hospital on Bathurst street and the fine new publishing plant of the evening *Telegram* on Front street west, designed specifically to be heated by a new and independent principle to complement, no doubt, its new, independent policy. While I am on the subject of the evening *Telegram*, let me

add a compliment for the good sportsmanship of its publisher after the hard battle in June of 1962.

Mr. Pickersgill: And his good sense.

Mr. Aiken: When you can't beat 'em, join 'em.

Mr. Ryan: Well, he used his head in any event. We have some lovely high-rise apartments in the riding which are replacing many grand old homes that are now too hard to carry even as guest homes. The University of Toronto has expropriated many blocks of houses and stores west of St. George street—I know many of you know Toronto very well—torn them down and already erected several fine new university buildings.

The Toronto islands boast of the Royal Canadian and Island yacht clubs, an airport, a beautiful municipal park and many year-round homes built on lands leased from the city on Ward's, Algonquin and Centre islands.

The islands are at present reached by ferries from the foot of Bay street. These are a pleasant means of transportation in the summertime but in this day and age they are somewhat anachronistic. Certainly they are slow and costly to maintain. A tunnel or other satisfactory modern means of access to these islands is badly needed, particularly to give the working man and his family access to a delightfully restful place where they can go in their leisure time at little expense. Indeed, a former federal government had at one time planned to provide such a tunnel at its entire expense but it was prevented from doing so when it met the same fate as did the last government a few weeks ago.

Responsibility for access to these islands should again be recognized, I submit, as primarily the responsibility of the federal government because the dredging of the eastern and western channels prevents the islands from becoming naturally accessible by fill sands drifting from Scarborough bluffs. The beds of both channels lead into Toronto harbour. As most hon. members probably well know, these beds and the bed of the harbour are federal property.

Since the opening of the seaway colourful ships from all over the world enter Toronto harbour, usually by the western channel or western gap as it is more familiarly called. Lightly loaded or shallow draught vessels usually leave by the eastern gap where a dredging problem arises more frequently. Because of the great increase of traffic in the harbour a lift bridge across either of the channels would not be too feasible. I understand that the Toronto harbour commission has redrafted a plan for a tunnel from the foot of Bathurst street under the western gap to the island airport, and it is my hope that this