

The Budget—Mr. Chappell

to consider the plight in which these people are and to consider the plight in which the country is.

Mr. Hyl Chappell (Peel South): Mr. Speaker, the budget speech emphasizes the need to hold back expenditures at all levels to help combat inflation. I wish to take this opportunity to talk about a proposal which, if implemented quickly, would result in a saving or a deferral in spending of up to half a billion dollars. A new waterfront authority for Toronto is needed now so that we do not have to remain stalled in the past but reorganize and move into the future. An immediate restructuring of the Toronto Harbour Commission is essential and would lead to a substantial reduction in federal spending.

We have heard a great deal about the need for two-level or three-level governmental consultation and co-operation but little has been accomplished so far. Here and now, in Toronto, we have an excellent opportunity for four-level participation. In January, 1968, the Toronto Harbour Commission came up with a new and bold concept for the harbour and the central waterfront of Toronto. Seldom does a proposal contain opportunities to do so much for a city at so little cost and with so little risk, but it is bogged down by the same old jurisdictional conflict that plagues us so often when we seek solutions to our problems.

This is too important a project to be allowed to smother in confusion. We must take this opportunity to have a pilot project in inter-governmental co-operation and prove it can be done. It is easy to ask why they do not get together and co-operate. That criticism is easy to make and applies equally to international as well as domestic differences. We must find an answer which is acceptable to all. My colleagues the members for York North, Etobicoke and York West have all called for greater co-operation among the various levels of government. The hon. member for Etobicoke (Mr. Gillespie) has suggested a new authority in respect of all airports in the Toronto area. In this case, I shall propose a solution which contains the machinery to encourage and perhaps force co-operation and bring about results.

● (3:40 p.m.)

The bill I introduced on March 6 respecting the port of Toronto would, if passed, overcome the silly political maneuvering referred to in the Toronto *Star* editorial today, force the four levels of government to pull together as a unified force, overcome the existing

[Mr. Stanfield.]

jurisdictional snarl and, above all, assist in the quick implementation of the bold concept which is the Toronto waterfront plan. The plan provides for the rebuilding of the harbour and the construction of a new inter-city airport and a harbour city. Bill C-195 proposes that representatives of the province of Ontario and of metropolitan Toronto be added to the commission so that elected representatives of the four levels of government, along with a representative of the Board of Trade, would sit as members on a new Metropolitan Toronto Harbour Commission. The Toronto harbour affects these four levels of government—in truth it affects all Canadians—but at present only the city of Toronto and Ottawa are represented on the commission.

While all agree a restructured authority is necessary to move ahead, it should not be as complex as the one suggested last week by Ontario premier John Robarts. He called for the establishment of a committee with representatives from the province, the Canadian National Railways, the Canadian Pacific Railway, the Canadian National Exhibition, Metropolitan Toronto, the city and the Toronto Harbour Commission. This would substantially bypass the federal government, and I endorse the Toronto *Globe and Mail* editorial of March 17 which warned that with a complexity of this order nothing would ever be accomplished.

I expect that very few of us appreciate the impressive and varied achievements of the Toronto Harbour Commission. It has been a proven success, but there are impelling reasons to update its structure so that it may provide a larger harbour and airport in keeping with the final quarter of the 20th century.

I should like to review the history briefly. A natural harbour was created centuries ago by a sand drift from the Scarborough Bluffs. In 1834, Toronto was incorporated and set up a department to administer the harbour under a harbourmaster. Development was hampered because the railways owned much of the waterfront. In 1852, a major storm caused a break through the sand and created what later became the eastern gap or the ship entrance. The western gap was commenced in 1907. The city recognized the need to develop the harbour, and the federal government considered it wise to do so in the national interest.

In 1911, the Toronto Harbour Commissioner's Act was passed which set up a commission to provide for administration and a con-