

preserved and supported. Therefore it needs strong representation at the federal level.

It would be beneficial to everyone if the fruit producing lands could remain under one federal representative in a unified federal constituency, as in the past. Since agriculture is the primary industry in this area, the majority interest and concern of the constituents relate either directly or indirectly to this unique industry. The new proposal for Lincoln riding fragments the economic unity of the riding and would result in less significant and declining consideration being given to this important fruit growing industry. A decline in effective representation of the fruit growing region would augment the problems experienced by the agronomy of the area, and the loss of this great heritage, which is unique to this part of the country, would be felt by all Canadians.

The city of St. Catharines has always served as the urban centre and service centre for the Niagara fruit belt. St. Catharines was made a separate riding in 1968. St. Catharines, as the urban centre, serves very well the rural people and the fruit growing industry in the Niagara peninsula. The Niagara fruit belt stretches from Niagara-on-the-Lake to the east to the town of Grimsby to the west along the north shore of Lake Ontario.

Niagara-on-the-Lake under the new proposal would be forced to turn toward Niagara Falls for its representation, with which it has no historic, social or economic relationship. Indeed there is not even a satisfactory highway system between these two areas. In addition, the eastern part of the regional municipality of Hamilton-Wentworth has been added to Lincoln in the new proposal. This area represents a very distinct and separate community of ties and interests.

● (1750)

Urban encroachment is already a serious problem and threat to the unique fruit growing lands of the Niagara peninsula. This problem would be further augmented by tying them in with the highly industrialized centre of Hamilton.

At this time I would like to direct your attention to a film recently prepared by the National Film Board on urban encroachment in the Niagara Peninsula and, indeed, on the unique fruitlands there. Omitting Niagara-on-the-Lake and including that part of Hamilton contradicts all historic, social, traditional and geographical interests, as well as the important economic and commercial links now found in the rural riding of Lincoln.

In addition, the new boundaries set forth by the commission digress from the provincial riding boundaries, municipal and regional lines, thus diversifying further the common interests traditionally held by Lincoln constituents.

I am in receipt of many objections to the commission's report, while I have not received a single representation in support of the new proposals of the Electoral Boundaries Commission. The Lincoln federal riding association, the town of Grimsby, the Niagara Falls riding association, and many others all noted the point that no consideration was given to the community of interest in terms of historic, traditional, commercial and social ties which have long maintained Lincoln as a distinct and special riding with

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particular characteristics and concerns. At the same time, the Port Colborne association and the Erie provincial association submitted that they had no ties whatsoever to the area of west Lincoln which is also designated to be cut off from the riding of Lincoln.

In conclusion I would strongly submit that the commission failed to give adequate attention to the economic, traditional, and social cohesion in the new electoral district of Lincoln, and ignored the community of interest, thereby rendering inadequate representation of the people of that particular riding in the Parliament of Canada.

**Mr. Alan Martin (Scarborough West):** Mr. Speaker, I have a few brief points to make in connection with the joint submission placed before the House on behalf of myself and the hon. member for York-Scarborough (Mr. Stanbury). I will deal first with the point relating to my own riding of Scarborough West.

I should like initially to commend the commissioners for having taken into account the representations made both by myself and by the Scarborough West federal Liberal association last summer in connection with the boundaries which have been altered in a much more logical way, as a result of which the main traffic arteries and bus routes are now used to delineate the boundaries between ours and other ridings, as against the former system in which they proposed to carve up small little neighbourhood streets. I think this is important in the over-all attempt to minimize the amount of confusion which the electors face at the time of general elections, and I commend the commissioners for having moved in this direction.

The only real question in connection with the Scarborough West area is the request I would make that the name Scarborough West be retained for the riding currently proposed to be renamed as Scarborough South. I make this request bearing in mind that the particular riding will continue to contain 90 per cent of the existing population of the riding known for the last 10 years as Scarborough West. In other words, there is really little or no rationale, in my view, for implementing the name change.

At the present time the southern half of the borough of Scarborough is covered by two appropriately named ridings, Scarborough West on the one hand, and Scarborough East on the other. This situation will not change with redistribution and, indeed, the Scarborough East name is being retained intact. The point is simply made that the same should apply to the present riding of Scarborough West. Both these ridings would then continue to be known under their current labels. In our view this would contribute to an over-all lessening of confusion on the part of the electorate, and is well worth while and in order.

In the event that that rather reasonable argument is accepted, and I trust it may be, there remains then the matter of establishing another name for the new riding that enters into the borough of Scarborough, which is currently being suggested as Scarborough West. That new riding lies between Eglinton and Ellesmere Avenues with a western boundary at Victoria Park Avenue. We have made no specific recommendations in our joint submission in this regard, but a suggestion might be to name it either Scarborough-Ellesmere or Scarborough Centre, the latter of which names was slated for one of the Scarborough