

*The Address—Mr. Francis*

this confused land of ours—a jurisdiction in addition to that of the ten provinces, the Northwest Territories and the Yukon. Speak to the families of bank managers, of servicemen, of employees of corporations whose livelihoods require them to be transferred from one part of Canada to another, and you will receive in an overwhelming majority of cases an eloquent plea for a reduction in the number of educational jurisdictions, not a proliferation of them. In any case, the proposed new federal district would have to break entirely new ground in the field of education. This might be desirable but it does raise grave difficulties.

Lastly, the creation of a federal district raises a fundamental problem of provincial sovereignty. It is expecting a great deal to ask the province of Quebec to yield sovereignty over a large region which is included, by the statute of the federal authority, within an area known as the national capital region.

Has there been any indication that the province of Ontario is any more willing to concede its sovereignty over an even larger area, with more people? Elected representatives who sit in the houses at Toronto and Quebec city can hardly be expected to view with equanimity legislation which would eliminate their constituencies.

In my view the solution will have to be resolved along different lines. Frankly, I prefer the twin city national capital concept. I believe that the future capital of Canada will consist of two regional municipalities. One will substantially follow the borders of the recently created regional municipality of Ottawa-Carleton in the province of Ontario. The second, in my opinion, will include a similarly constituted regional municipality within the province of Quebec on the other side of the Ottawa river.

If we do follow this development of a twin city national capital, and this is the most workable and possible solution that I can envisage, there will then be the difficulty of relating the national capital commission, as the federal arm, to the regional municipalities in Ontario and Quebec. The measures which I am proposing and have placed on the order paper are designed to assist in tying together these components into what will be a functional national capital.

• (5:40 p.m.)

I have already mentioned the national capital region pollution control board to deal with both air and water pollution. I believe it will

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also be necessary to create a national capital commission transit authority charged with the responsibility of integrating the bus lines and an underground rail rapid transit system with north-south and east-west routes.

Frankly, I would place the rail rapid transit system as a high priority in this national capital. Indeed, a bridge for rail rapid transit, in my opinion, should have a higher priority than any future automobile bridges across the Ottawa river. This will require negotiations between the federal authority and the provinces of Ontario and Quebec. Only joint action involving the three government authorities can solve the confused tangle of jurisdictions, intermittent services and costly rivalries that now plague public transit in the national capital region.

I believe, also, that there should be created some form of advisory national capital region planning authority. This is difficult, because of the primary constitutional role of the provincial authorities in property and civil rights. But somewhere, at some time, representatives of the area municipalities, of the provincial authorities and the federal government, represented by the national capital commission, must sit down at the same table and agree on long term plans of the land use, traffic patterns, future building sites and the like. Lastly, I believe that an official languages board, following the general recommendations of the bilingualism and biculturalism commission, should be created for the national capital region.

Mr. Speaker, I would not like to close without some reference to the special task force on housing which the Minister of Transport (Mr. Hellyer) has so ably undertaken at this time. I have had discussions with the minister and am very much impressed with the drive and integrity he is employing to resolve our national housing crisis. If one man in Canada is equipped for the task, Mr. Speaker, the Minister of Transport is so equipped.

In the national capital region the federal government has destroyed more housing than in any other part of Canada. This has been a by-product of the elimination of some bad eyesores in LeBreton Flats, Sussex Drive, and many other places. The sites that have been taken for national purposes are part of the creation of the national capital for all Canadians.

In Ottawa there is a frightful housing shortage, as the new members coming to this city will have discovered. I do not believe