

with the increasing traffic problem? Do the larger cities contemplate building subways, or will they leave this field to Toronto and instead provide transportation by helicopters, buses or bicycles?

- (7) And finally -- and perhaps some of you will think this is a leading question -- are the financial resources of the municipalities adequate to provide the kind of services that quite obviously are going to be needed? And in this connection, and as previously mentioned, will the municipalities be able to develop the kind of administrative organizations and the personnel that will be needed to handle their increased responsibilities?

It will be very helpful to have the views of the Canadian Federation of Mayors and Municipalities on these subjects and, in fact, upon any other matters of importance which the Federation may wish to bring to our attention. Because one thing that does seem reasonably clear about the future is that municipal authorities will be expected to assume greater and greater responsibilities as our civilization continues to grow more complex and as our numbers continue to increase.

I am sure my fellow Commissioners feel as I do that it is a privilege indeed to work on what is turning out to be a great Canadian co-operative effort. All Canadians are interested in the future development of our country and in making sure that wise policies are followed in this regard. The subject is not and should not be allowed to become a controversial one; it is too important to leave room for personal prejudices, or partisanship. Because of its importance all of us must insist that it be examined objectively, dispassionately and without bias. The Commission is pledged to this approach.

In conclusion I should like to repeat that the Commission is more than gratified at the general interest which is being shown, and is grateful beyond measure for the offers of assistance which have been received.

We shall try to complete our report before the end of 1956. I hope that you will not be disappointed in it.

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