

We have our Agricultural Rehabilitation and Development Act; we need an urban development act—not an urban redevelopment or an urban renewal act. We do not want to repeat our mistakes of the past: We wish to improve the lot of our people in the future.

We face here an opportunity to co-ordinate the work of some federal government departments. Central Mortgage and Housing Corporation is involved with urban renewal in the old fashioned sense, and the Department of Transport must be interested in national policies governing railways, pipe lines, air lines and the trans-Canada highway. We ought to make certain that long distance modes of transport are knit effectively with local modes so that our transportation system may be efficient and serve those who wish to travel from one province to another, or internationally. We need an over-all approach to problems of metropolitan development.

Metropolitan planners, though often frustrated by difficulties of communicating with the provincial and federal governments, have endeavoured to adopt this approach.

● (5:20 p.m.)

We also need a cost sharing formula, or series of formulae, which will enable the different levels of government, municipal, provincial and federal, to share the cost of co-ordinated development. I suggest that we should take a similar approach, or at least a leaf out of the book of those who have been responsible for developing our rural development legislation.

I think the federal government might well bear 100 per cent of the cost of the initial over-all economic, and perhaps even engineering studies of broad metropolitan development, and that as we proceed from initial planning to the final construction phase, the federal contribution might decline. It might decline, say, to the order of 50 per cent. So I can imagine legislation which would see the federal government contributing to the cost of a freeway through the city of Toronto, for example, to the extent of 50 per cent, with the province and the municipality putting up the other 50 per cent perhaps on the basis of 25 per cent each. However, these ratios, this cost sharing formula, or series of formulae would evolve. They would be worked out and perhaps might vary, depending upon the city, the problems facing that particular metropolitan area, the local municipal-provincial relationship, and so on. We have many examples in this country of the need for over-all

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planning, for an over-all approach to the transportation difficulties faced by people living in our large metropolitan areas. The city of Ottawa is a good example. Ottawa of course is our national capital. Many prominent visitors arrive in it by air. They arrive at an excellent, up to date international airport, but their passage between that airport and the centre of the city is beset by all manner of difficulties. Clearly no one authority has been responsible for ensuring that an adequate, appropriate twentieth century avenue of approach be designed for servicing Ottawa.

In a few years people will be able to travel across entire continents in a few hours. But it will take them the best part of an hour to reach the centre of the city, bumping along, being jolted over roads which do not compare favourably even with some of the back roads in outlying parts of the country. Obviously this is not desirable. The problem lies essentially in poor communications, and in a lack of co-operation between our several different levels of government, federal, provincial and municipal in this country.

I contend that in the last analysis the responsibility must lie with the federal government because I would imagine that more than 50 per cent of those who are travelling from the Ottawa airport to the downtown part of the city are people who originate their trips entirely outside the province of Ontario. Certainly they have come great distances. They are interprovincial travellers, perhaps even international travellers, and I think we can do better.

We have a similar problem in the city of Vancouver today. The new international airport there located on an island is being developed on an appropriate scale. The construction of the new airport is being carried out by the federal Department of Transport. A beautiful new two-lane highway leads from that nearly completed building to the north arm of the Fraser river and there it stops, and there it will be stopped for a period of several years because it has not been decided what formula will be used, or indeed if there will be any co-operation whatsoever among the federal government, the provincial government of British Columbia and the city of Vancouver.

We need a tunnel under the north arm of the Fraser river to bring the traffic from the airport to downtown Vancouver in a matter of 15 to 20 minutes. As it is, traffic goes over a narrow swing bridge which sometimes is