

such as the proposed rapid transit that the provincial government has announced for this area, without involving the whole of the capital area including Hull-Outaouais on the Quebec side.

I was amazed some time ago when the hon. member for Grenville-Carleton (Mr. Baker) asked if the federal government would participate in such development and deal separately with each provincial government in the granting of funds for a system on only one side of the Ottawa River. I repeat myself, Mr. Speaker, but one cannot deal with transportation in urban areas as something distinct and set apart from transportation between urban areas. This principle is most important to the Ottawa area if we want our dream of a national capital to become a reality in the near future. I am sorry to say that in Bill C-26 the distinction I have referred to exists, and I will not encourage it by supporting the bill.

[*Translation*]

The residents in my riding of Ottawa East, Mr. Speaker, are facing all sorts of social and other pressure as regards urban transportation. I must say that this is a topical issue because we in Ottawa East are convinced that the hardships we must suffer concerning roads, asphalt, expressways and high density housing are not proportionate to our wish to maintain a good environment and quality of life.

I have a voluminous file on the development of six-lane roads across my riding in Ottawa and I object to this kind of planning which ignores the interrelation of social problems—and we can see that easily—as does Bill C-26.

Obviously it is necessary to draft a general transport policy, a national policy to establish standards for all municipalities and provinces in the field of public transportation. Neither the municipalities nor the provinces have the necessary funds to develop alone those large public transport systems and the federal government must participate in the preparation, the planning and the cost of such wide-ranging projects.

[*English*]

There is another aspect of the hon. member's proposal which I find disturbing. What is the phrase "urban centres" supposed to mean? To which urban centres is he referring? Is he referring to the 22 metropolitan census areas recognized by statisticians, or is he referring to our 52 cities with populations of over 30,000? Is he speaking of urban regions, municipalities, cities, towns or villages?

The hon. member's bill provides in clause 2:

In this act, "urban centre" means a city or an urban community so designated by the governor in council.

When these so-called urban centres are designated, on what fancy will a decision be made? How will we deal with the country's three massive metropolitan areas? I am thinking of Montreal, where the tradition of civic administration goes back further than the history of this honourable House, where dedicated, knowledgeable people are trying to work out an acceptable definition for the Montreal urban community and what constitutes its urban centre. The Ministry of State for Urban Affairs is grappling with such problems. It is working to solve the problems of urban communities, urban transportation being one of them.

### *Urban Transportation*

None of the simplifications contained in Bill C-26 would come near to curing the havoc that would result from the hon. member's less than adequate appreciation of the constitutional issues inherent in his proposed authority. Urban transportation is a field of mixed jurisdiction where conflicts are quick to crop up. In support of this contention I remind the House that recently the Premier of Ontario, having made a public statement about Ontario's urban transportation policy as it applies to the Ottawa-Carleton area, invited the co-operation of both the federal government and the province of Quebec in dealing with transit problems for the national capital region. It is true that the federal government has authority over traffic interprovincially; however, the rules and regulations that control traffic within specified regions are the responsibility of the provinces.

[*Translation*]

That is the kind of co-operation and planification we need as regards the growth of cities and municipalities. And I was pleased to hear the Minister of State for Urban Affairs (Mr. Basford) announce recently in the House that he was taking the appropriate steps to meet very soon with representatives of the provinces of Ontario and Quebec to discuss the whole matter of urban and interurban transportation, together with municipal and regional governments. Co-operation, Mr. Speaker, is the real solution to our problems of urban transportation.

To conclude, Mr. Speaker, let me say that we all know that our big cities badly need more efficient and more modern means of transportation, but that provinces are entirely responsible for this matter which falls under their jurisdiction. When there is an alternative which respects the constitutional reality, we must act, and the federal government acts throughout the country when it holds trilevel meetings like the one the minister referred to relating to the national capital region.

[*English*]

Through this channel the Ministry of State for Urban Affairs, by means of consultation, is funnelling valuable technical assistance and is dovetailing policies and research to take into account the transportation needs of the people who will be making the decisions in these areas, that is, the provinces and the municipalities. What Bill C-26 fails to make clear is the relationship between the national authority and the regional authorities. It raises several questions. How does the hon. member propose that these regional regulatory bodies be established? What is their relationship to the provinces?

The best mechanism, Mr. Speaker, for exercising federal influence in areas that are outside the competence of this House rests in the trilevel consultations now being developed by the Ministry of State for Urban Affairs. It has taken many years of elaborate planning to devise these consultations. Let us not jeopardize this inevitable step by creating some new bureaucratic machine. We have enough machinery, and we are establishing innovations such as trilevel consultations to make it more effective. That is the way we must proceed.

**Mr. Walter Baker (Grenville-Carleton):** Mr. Speaker, I am very pleased to have an opportunity to speak for a few moments on this bill. I congratulate my colleague on his