

important presence in the province of Quebec, and particularly in the city of Hull.

[Translation]

Mr. Speaker, I am sorry my colleague from Hull (Mr. Isabelle) is not here at this time, because the last time we discussed the problems of urban transit, he made a very interesting speech.

[English]

I am very pleased, however, to note the development, and I am sure all hon. members—

[Translation]

Mr. Clermont: Mr. Speaker, I rise on a point of order.

I should like the hon. member for Ottawa West to explain why the hon. member for Hull (Mr. Isabelle) is not present in the House, that the public might not get the impression the member for Hull is no longer interested in this matter. Would my hon. colleague therefore tell us why our colleague from Hull is not here right now?

Mr. Francis: Mr. Speaker, I particularly noted that what our colleague from Hull had said then was most interesting. At this time, he is representing Canada to the World Health Organization in Geneva, but I had no intention of leaving the impression that he did not have a good reason to be absent. On the contrary, Mr. Speaker, it is well known that he has been interested in that matter for a long time.

[English]

The third reason I think we have to consider this matter is our increasing concern with pollution. It is absolutely imperative that in one of the larger cities of North America a lead be given to finding other means of bringing large numbers of people to the central work area than by the private automobile. The private automobile clearly is an inefficient and costly means of moving people. But in addition to that, it contributes through the oxides which go into the air compounds which come from lead fuels, all of it very toxic material which creates very serious problems of pollution. It is clear that the answer to this has to be found in other means of transportation. A great deal of research has to be done. I note that my colleagues who spoke on the previous occasion mentioned the work of the Canadian Transport Commission and the interest that the chairman of that commission is showing in conducting research in this area.

With these three brief comments on the development of the STOL aircraft program, the increased federal presence across the river creating even greater hazards of movement between the two cities, and our increasing concern about air pollution in this region, I think the motion I have the honour of presenting to the House, and which was debated in March, 1970, is even more important today than it was then. I hope hon. members will be able to support it.

Mr. Thomas M. Bell (Saint John-Lancaster): Mr. Speaker, since the hon. member has mentioned the STOL

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aircraft, I want to take the opportunity of putting on the record a question that for the last couple of days I have been wishing to ask of the Minister of Transport (Mr. Jamieson). I do not expect an answer now. I just want the minister to see the question so that he will know it is coming one of these days when he is in the House.

I want to know if there was full research done by the Department of Transport in connection with this whole STOL operation. I would like to know what percentage of the population will benefit from it, what percentage of the population will be the potential users of this projected service between Ottawa and Montreal. I also want to know if there are good results from it will it bring about reduced fares for other members of the travelling public, those who use the conventional airplanes.

As a final question, I am just wondering if the minister can project the future for service between Toronto and Montreal. Will there be similar services provided in Toronto and Montreal? These are my only comments with respect to this motion.

Mr. Stanley Knowles (Winnipeg North Centre): Mr. Speaker, from the brevity of the speeches thus far, I get the impression that there may be a disposition to let this motion come to a vote. I hope that is the case. I also hope that if this does take place it will be a pattern to be followed on other occasions.

I would like to indicate my general support for what the hon. member for Ottawa West (Mr. Francis) is asking through this motion. Even though his remarks were brief, I think he made a good case. This is the national capital. I think it is important that we solve the problems of transportation and pollution in this area, otherwise what ought to be one of the finest and most beautiful urban areas in Canada could be spoiled. Let us keep it a place of which we can be proud as a nation from coast to coast. We will not do that if we let problems such as congestion, a confusion of transportation and pollution overtake us. For the sake of this area itself, therefore, as the capital of Canada I think that this kind of problem should be given the serious consideration suggested by the hon. member in his motion.

● (5:10 p.m.)

I want also to support the argument that he used to the effect that this is a problem confronting all our cities. We must start somewhere and I think there is no better place than right here. If we can find solutions to these problems in this urban area, then perchance we can apply some of those solutions to the same problems in other urban areas in Canada.

I commend the hon. member for bringing this motion before us. I commend him for the brevity of his remarks. We are all following suit and I hope this means that the motion will be passed and that the request contained therein will be placed on the desk of the government.

Mr. D. Gordon Blair (Grenville-Carleton): Mr. Speaker, it is a great joy for me to rise again this year to support this motion of my friend, the hon. member for Ottawa West (Mr. Francis). I entirely agree with the remarks of