

new generation is not tied: they have the car, and automatic heating and can leave the housing unit untended for days at any season. Perhaps there emerges a more realistic attitude to the house as an expendable convenience of existence rather than the prime symbol of solid bourgeois achievement. This is affecting the shape, the pattern, the character of our cities, and may do so in a major way in the future.

"Associated with the changing population structure is a shift in the occupational and industrial one. There emerges a new social class, neither proletarian nor capitalist. This is the inevitable result of increased mechanization and productivity.... As production grows, this middle-income class may grow faster than production itself, as it has been doing. This will affect the social structure and the shape of growth - industrial, commercial and urban. It has already affected the cultural, political and social values of our society. This class is new in scale and influence; it is large, it is young, and little is known of its future impact on culture and values.

"The rapid growth in the private sector of our economy has however already raised questions as to the continuing adequacy of the public sector. Conferences like this one reflect the awareness of defects in the governing attitudes of public opinion. A few years ago urban redevelopment was a word hardly used in Canada; today, 18 major cities, along with the Federal Government, are making studies of their particular needs in urban redevelopment, and in some the bulldozers have already been at work and new things are arising in downtown areas. Town-planning has almost become a respectable word, and the city centres are being recast as intense administrative points - i.e. the nerve centres of the new complexes - rather a place for factories and warehouses.

"Already in the growing economy and urban scene there is a public awareness of certain scarcities - not of automobiles or other gadgets and goods of the private economy - but scarcities of public goods, and public goods that we need more of. As the cities sprawl, we know we are short of snow removal, short of adequate transportation, of proper sanitation and water supply, of parks and auditoria, of adequate housing for the old and very young, short of great downtown spaces for shopping and recreation, for city-ness, for the chance encounter with acquaintances: perhaps even some are aware of the shortage of downtown harmony, shortages of physical architectural discipline and compatibility, shortages of satisfactory management of urban growth. As the cities grow we are aware of shortage in the most important public industry of all - education. These are public goods, and in contrast to the never-ending profusion of private goods, the shortages of such public ones merit a new national attitude.

"No Canadian product in the next generation will be more important than Canadian cities - the shapes and forms, the content, physical and cultural, their expansion, their renewal, their vitality.

"In summary, the issues can be simplified. We should hope to have more and more citizens subscribing in thought, word and deed to something like the Athenian pledge.

"In practice we should like to see this governing attitude of mind reflect itself in remedying what I, for simplicity, called the shortages in the public sector of living. The ways and means of achieving this call for discussion and action in different fields - in reorganizing local government, in rationalizing our urban transportation, in a fresh contemplation of education, for city-living in all its ramifications. Detailed design does not worry me: it will come as the other more fundamental issues are solved.

"The Financial Post this week carries an editorial that throws doubt on our readiness to face this future. The statement read, 'In Ontario, only 60 per cent of teachers have senior matriculation plus one year teacher training.' And this is mentioned as the 'basic qualification'. You can already be sure of one thing about the metropolis of 1984: it will show that 25 years earlier the most important part of the public sector was being neglected. The attitude to adopt is not to regard education as having only a remote chance of creating the desired habits of mind, the proper governing attitudes of public opinion: rather, education is the only chance. When this Institute on Public Affairs moves to its summer conference to discuss 'Changing Asia', I hope you'll have left these central problems of Canada's development in good hands. Governments, corporations, the citizens' movements have all to be led to agree on the means for the good life that can be lived here."

* * * *

AIRCRAFT AND PARTS INDUSTRY

Gross selling value of products shipped by Canada's aircraft and parts industry in 1957 increased 19.7 per cent to a near-record total of \$424,443,000 from \$354,510,000 in 1956, according to the Dominion Bureau of Statistics' annual industry report. The all-time high of \$426,982,000 was established in 1944.

Selling value of aircraft completed in 1957 advanced to \$129,257,000 from \$94,626,000 in the preceding year, value of aircraft and engines being built but not completed at year-end to \$69,548,000 from \$54,905,000 and value of work done repairing aircraft to \$82,862,000 from \$43,831,000. Selling value of aircraft parts manufactured declined to \$74,537,000 from \$85,526,000 and value of all other products manufactured, including engines and work done developing aircraft and engines, to \$123,527,000 from \$123,547,000.

(Over)