

*Development of National Capital*

historic ties. A true devotion to Canada is difficult to conceive without the strong loyalties, which are everywhere apparent, to the various regions and cultures from which we spring. On the other hand, a true loyalty to our native culture or region is enhanced by the recognition that our diversity has been able to flourish under the protection of a great federation.

Canada occupies half of the world's most developed continent. This has been achieved because of a healthy diversity, not in spite of it. There is an underlying Canadian wisdom which has always prevailed in times of stress. This wisdom argues in favour of mutual understanding, accommodation and justice. It argues for a diversity which is not aggressive or divisive and for a unity that does not demand conformity. The basic understanding and respect which have made Canada possible must never, however, be taken for granted.

In a Canada where languages, cultures and geography breed deep loyalties, the common meeting ground, the capital region, must be a strong and true reflection of the country. It must be one of the major elements contributing to national pride. In it each Canadian must find his personal identity strengthened and his perspective broadened by tangible expressions of mutual respect and trust.

It was this recognition by the Canadian premiers at the Federal-Provincial Constitutional Conference in February, 1969, which led to unanimous adoption of the resolution, declaring that the core of the Canadian capital region should include Hull, Quebec, as well as Ottawa, Ontario.

While talks continue with the governments concerned with a view to the eventual establishment of a revised form of government for the capital region, more specific talks have taken place with the Province of Quebec with a view to co-operative efforts to overcome the glaring disparities which exist between the sister cities at the core of the capital region. We are pleased to see that, for its part, the Quebec government has recently announced plans for construction in Hull that will help bring relief to the city and to the economy of western Quebec. The federal government's program will add greatly to this progress while serving urgent and important federal accommodation needs.

The long-term development program for Hull is designed to produce a major federal presence in the Quebec portion of the capital region over the next 25 years. It is also expected to be the generator of considerable

[Mr. Marchand (Langelier).]

private investment which has generally avoided the area in the past because of the lack of basic services and adequate transportation.

The government proposes to direct about 25 per cent of its new accommodation construction to the core of Hull in the years ahead. This allocation of construction to the Quebec portion of the capital region does not affect buildings already programmed for location in Ottawa; for example, among others, the headquarters for the External Affairs and Transport Departments.

The first of the buildings to be located in a concentrated section of central Hull will be the headquarters of the following three departments: Manpower and Immigration, Fisheries and Forestry, and Consumer and Corporate Affairs. With further departments added as accommodation becomes necessary, this employment centre in the core of Hull is expected to provide 4.5 million square feet of accommodation for some 36,000 public service employees.

The initial requirement for making the development possible is land for the building sites.

*[Translation]*

At this very moment, the National Capital Commission is filing an expropriation document that will give the Crown title to 15 acres in an irregular area generally south of Victoria Street, west of Laurier and Notre-Dame Streets, north of the E. B. Eddy property and east of rue Principale.

The federal government also recognizes the need in the city of Hull for a sewage treatment plant, main trunk sewers and an adequate water distribution grid. It accepts the principle of collaboration with other levels of government to ensure the provision of these municipal services.

In the area of transportation, as in the field of municipal services, the success of the program will require parallel action in cooperation with the other levels of government. An improved system of transportation is required to eliminate the Ottawa river as a barrier between parts of an integrated capital core.

The concept of an expanded capital core is linked to broader regional development goals which foresee a doubling of the population of the capital by 1995. This will mean an increase averaging 9,000 families a year during the next 25 years.

This growth will not only be in numbers. The very nature of the urban environment