

ments constructed by chance and pressure, and set fast in unyielding concrete and steel, before we have time to know whether such settlements are really worthy of the name of a fully human environment.

Boyce Richardson, writing in the 1973 July/September issue of *Nature Canada*, said:

● (1450)

No one can say that Canadians are not aware—in a vague kind of way—of the dangers that lie ahead for our cities. We know that urbanization is the dominant trend in every country on earth, and that Canada is one of the most urban nations of all, urbanizing at a faster rate, almost, than any other nation. We know that wealth alone is not enough to enable this process to be controlled and put to the benefit of people, because we have the evidence of the breakdown of so many American cities. The remarkable changes that have occurred in Canada in the last decade warn us of what lies ahead. Is it not remarkable, then, that the nature of the cities we are trying to build, and the methods open to us, remain very largely undiscussed by the Canadian public? There has been more discussion about Quebec separatism, the British North America Act, women's liberation, than there has been about cities and how they are to grow. Such discussion as there is of cities is usually negative. Indeed, for quite understandable reasons, hatred of cities has become a fashionable emotion. Mankind hating cities! Could anything be more unnatural and terrible?

If it is hard to admire the job made of managing the urban growth of Montreal or Toronto in the fifties and sixties, how optimistic can we be when we examine the prospect that lies ahead? The projections vary somewhat, but to take the more conservative, we can see that by the year 2,000—less than thirty years from now—Montreal will grow from a population of 2,780,000 to 5,170,000, Toronto from 2,530,000 to 5,250,000, Vancouver from a million to 1,800,000, Ottawa from 560,000 to more than a million, and Edmonton from 470,000 to more than a million. By that time, the nine major cities, in which about nine million Canadians now live, will contain nearly eighteen million people.

The sort of change that this population increase implies for the physical plant of our cities hardly bears thinking about. Montreal will have to increase its occupied dwellings from 815,000 to 1,972,000, Toronto from 713,000 to 1,813,000, and so on. The three largest cities by that time will contain 40 per cent of Canada's population, and will need four million new housing units. Montreal and Toronto will need to add between 400 and 650 square miles to their land areas, and Vancouver between 125 and 250 square miles.

Honourable senators, these figures indicate the importance and the urgency of the motion before us and the need for the greatest possible efficiency in the use of our land resources. The Canada Land Inventory can provide us with the data to select the most beneficial use and indicate where multiple use is possible. In my opinion, the quicker this inquiry gets underway the better for Canada, and I urge the strongest support for this motion.

On motion of Senator Buckwold, for Senator Rowe, debate adjourned.

The Senate adjourned during pleasure.

● (1500)

At 5.45 p.m. the sitting was resumed.

The Senate adjourned during pleasure.

### ROYAL ASSENT

The Right Honourable Bora Laskin, P.C., Chief Justice of Canada, Deputy of His Excellency the Governor General, having come and being seated at the foot of the Throne, and the House of Commons having been summoned, and being come with their Speaker, the Right Honourable the Deputy of His Excellency the Governor General was pleased to give Royal Assent to the following bills:

An Act respecting the Electoral Boundaries Readjustment Act.

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An Act to amend the Export and Import Permits Act.

An Act to amend the Farm Improvement Loans Act, the Small Businesses Loans Act and the Fisheries Improvement Loans Act.

An Act to amend the National Parks Act.

An Act to facilitate the relocation of railway lines or rerouting of railway traffic in urban areas and to provide financial assistance for work done for the protection, safety and convenience of the public at railway crossings.

The House of Commons withdrew.

The Right Honourable the Deputy of His Excellency the Governor General was pleased to retire.

The sitting of the Senate was resumed.

The Senate adjourned until tomorrow at 2 p.m.