

The Address—Mr. Ryan

opportunity remain as our most cherished possessions." We sincerely hope that the government still bears in mind this high ideal in the thinking out of its public housing policy.

If public housing projects are in too many cases better looking ghettos, as has been indicated by the minister responsible for housing, then the authorities should not be afraid to consider other alternatives. The government should consider empowering the Canadian Development Corporation to run provincially incorporated building societies as subsidiaries or to invest in them. Large-scale, subsidized rental in certain cases might be a much more appropriate answer to the needs of the citizens. If it is not too late, let us give our cities a human face. Let us bear in mind that an urban policy should not aim at efficiency to the detriment of the well-being of the citizen. Cities should be built for man and not man for the city.

We of the opposition welcome the decision of the government to establish an urban council. We hope that this council will achieve what is most needed and what the government took so long to recognize—co-ordination of federal activities in the cities. This urban council should not be a centralist mechanism through which Ottawa tells the cities and provinces what it has decided to build, as was done in the case of some airport projects. The urban council should be a source of information and knowledge, a council where the three levels of government consult and exchange data which will contribute to improving the quality of urban life.

The membership of the urban council should consist of permanent members of federal and provincial governments along with flexible representation for municipal authorities. In other words, the membership should change for the cities and other municipalities according to the problem being discussed and the region affected. For example, a new Toronto airport location is the concern of most municipalities in southern Ontario, whereas waterfront development is the concern of the municipalities from Oshawa right around the western end of Lake Ontario to Port Dalhousie.

In its research division we sincerely hope that the urban council will dedicate its energy to finding a solution to the pressing problem of urban transportation. In Toronto even 16-lane highways are insufficient to meet the demands of the heavy traffic flow. Solutions must be found for in-city traffic, whether by pressurized tubes, mini rails or other such systems. These are badly needed in areas which the subways do not service.

Canada is a young and affluent country, yet its railway systems are 20 years behind. The nation's capital is serviced by a milk train to Toronto. Canada should take a look at Japan and France where immense progress is being achieved in the field of railway transportation.

In conclusion, Mr. Speaker, may I just say that investments in urban affairs programs are not a modern frill. They are urgently required to repair the damage of years of neglect.

[Mr. Ryan.]

Some hon. Members: Hear, hear!

[*Translation*]

Mr. Marcel Roy (Laval): Mr. Speaker, before I make any comments on the Address in reply to the Throne speech, I would like to mention that we have just witnessed a vote I consider the most important since my election to the House. I think that there is not one member who would like to see a situation similar to the one that exists in Quebec repeat itself.

I would also like to thank and congratulate all the hon. members who expressed their views in the debate that lasted until Sunday morning. We all felt that the problem did not concern Quebec only but the whole country and as a member from Quebec, I thank all my colleagues who gave us their sympathy, although the tragic events occurred in the province of Quebec, and particularly in Montreal.

Being the first government member to speak on the address today, in the name of my constituents I wish to extend sincere sympathy to Mrs. Laporte and her family in the tragic hours they are living at this time. Pierre Laporte was a great parliamentarian who had a clear vision of the problems and was a specialist in urban matters.

When he was Minister of Municipal Affairs, Pierre Laporte fully endorsed the Sylvestre report recommending the merger of 14 municipalities on Ile Jesus, a centre that now ranks as the second largest municipality in Quebec with a population of 230,000.

Many have paid tribute to you and justly so, Mr. Speaker, since the beginning of the proceedings. Such expressions of admiration and regard reflect your own impartiality and the firmness you have always shown in conducting our proceedings.

I wish to congratulate the mover and the seconder of the Address in reply to the Speech from the Throne, the hon. member for Bourassa (Mr. Trudel) who made us so deeply aware of urban problems, and the hon. member for Assiniboia (Mr. Douglas), who outlined the situation prevailing in the western provinces.

● (12:50 p.m.)

These two members distinguished themselves by their committee work, the former during the study of the proposals for tax reform by the Committee on Finance, Trade and Economic Affairs and the latter, during the study of Bill C-196 entitled "An Act respecting grain."

I am pleased to make my humble contribution during the debate on the Speech from the Throne. I shall take this opportunity to acquaint the hon. members with some peculiarities of the constituency I have the honour to represent here.

The Laval constituency, in the western part of Laval, on Ile Jésus, is separated from the Canadian metropolis by the Back River and comprises 60 per cent of the population of City of Laval. As I said at the beginning, it