

Mrs. MacInnis: The minister may have fixed all that up, but will it stay fixed? Mr. Fix-It may have fixed it for a while, but he is no white knight on a white charger coming to clean up things in the way the advertisers claim. Ajax will not work without public opinion and public organization behind him.

As I say, this minister can, if he will, discover their value in the stiff battles ahead to preserve and improve the quality of urban environment. Problems like air pollution, industrial and domestic waste, the proper use of land, the saving of recreational areas and many others can be solved satisfactorily only with the co-operation of all levels of government plus the growing strength of well organized and well informed community groups. The minister is well aware of this. He also knows how to take advantage of those groups when there is pressure, if he wants to do the job. I hope he wants to do it.

Looking at the unplanned chaos of our great cities, we are becoming aware that unless something far-reaching is done soon the whole population is headed for serious trouble. It is in the cities that we see the full impact of poverty and pollution, the effects of bad housing and an unwholesome environment on whole areas of chronically unemployed people, their families, the unskilled, poorly educated, crippled, aged, one-parent families the idle young people, thousands of individuals doomed to struggle uselessly in the trap of poverty, condemned to raise their children there and in turn watch them struggle vainly to escape, only to subside into frustration and bitterness or to gamble desperately with law breaking and revolt. One can look at the great cities south of the border to see what happens when cities get bigger—the numbers of poor people increase and nothing adequate is done about it.

If the home is to be the cradle of citizenship, let the Minister of Urban Affairs take as his first priority the giving of leadership in the building of homes and neighbourhoods fit for the future citizens of this country, beginning with those whose need is the greatest, the people with low incomes. Let him not rest content until every Canadian has enough income to lift himself or herself out of poverty and enough opportunity to contribute something of value to the Canadian community. Let him not take refuge in quoting statistics which tell only part of the story. Let him get busy and make statistics of his own, figures which can stand the light of day and which can be divulged without fear of the consequences to the government.

• (2150)

Mr. Knowles (Winnipeg North Centre): Ten o'clock.

The Acting Speaker (Mr. Boulanger): Shall I call it ten o'clock?

Some hon. Members: Agreed.

The Acting Speaker (Mr. Boulanger): It being ten o'clock, it is my duty to inform the House that pursuant to Standing Order 58(11), proceedings on the motion have expired.

Proceedings on Adjournment Motion

Mr. Steven E. Paproski (Edmonton Centre): Mr. Speaker, I rise on a question of privilege before I address myself to the subject of the adjournment debate.

The Acting Speaker (Mr. Boulanger): Order. The hon. member knows that in connection with the debate on the adjournment, no question of privilege can be raised.

Mr. Paproski: Thank you, Mr. Speaker. I wished to draw to the attention of this chamber the presence of two distinguished guests from the University of Arizona, Mr. and Mrs. Johnson, who are with us tonight having travelled all the way from Tucson just to watch our proceedings in the House.

The Acting Speaker (Mr. Boulanger): I agree that we have distinguished guests, but in order to keep the record straight may I say this was not a question of privilege.

PROCEEDINGS ON ADJOURNMENT MOTION

A motion to adjourn the House under Standing Order 40 deemed to have been moved.

HIGHWAYS—TWINNING OF TRANS-CANADA HIGHWAY—ALLEGED DISCRIMINATION AGAINST YELLOWHEAD PASS ROUTE

Mr. Steven E. Paproski (Edmonton Centre): Mr. Speaker, on March 8, as reported at page 638 of *Hansard*, I directed the following question to the Minister of Public Works (Mr. Dubé):

Would the minister please advise the House why his department made the decision to twin the southern part of the Trans-Canada Highway in Alberta leading to Banff and discriminate against the Yellowhead Trans-Canada Highway which is the northern counterpart.

Although briefs have been presented by the interdepartmental highway and road co-ordinating committee to the Minister of Transport (Mr. Jamieson) and to the former minister of public works, I find the government playing politics and spending money twinning the Banff-Jasper highway while forgetting to upgrade the Yellowhead highway to trans-Canada standards so that other communities might enjoy a new recreational, commercial and industrial communications corridor. This highway will have a great bearing on the future development of Canada as a viable and expanding nation. It will play a vital role in the development of the vast areas of natural resources it serves, and the efforts which have been expended on the roads to resources program by all levels of government will bear this out.

The minister should be made aware of the tremendous difficulties being presented at this time in connection with the route which was accepted as the trans-Canada route, particularly through the Rocky Mountains section of that highway in Alberta and British Columbia where, due to heavy snowfalls, the danger of avalanches is always prevalent during the winter months. This, combined with high railway transportation costs which result from these unfavourable conditions, presents an economic picture