

study the role of the harmonica in the social culture of each region of Canada. The list goes on and on and includes hundreds of millions of dollars of taxpayers' money.

● (2227)

These are the wrong priorities, Mr. Speaker. It is bad enough to be deceived by a government that bribes you with your own money, but it is calumny of the worst sort to promise money that it has no intention of giving out in the first place. That tactic will only work once. Like the little boy who cried wolf once too often, the whole thing comes back to haunt.

Now that the Prime Minister has backed down calling the expected election, and because an improved and expanded rapid transit system is all important to Toronto and surrounding communities like Oakville, Oshawa, Milton, Burlington, Hamilton and many other places, I urge that the government change its priorities by curbing many of its disgraceful and wasteful expenditures, some of which I have quickly pointed out this evening. The minister knows that there are many others. The government should at least fulfil the promises made during the last election campaign so that they will have a thread of credibility left once the election is called and so they can start making promises again. They should keep the last promises first, however.

Mr. Alan G. Martin (Parliamentary Secretary to Minister of Consumer and Corporate Affairs): Mr. Speaker, with reference to the \$290 million election promise of 1974 referred to by the hon. member, in addition to the \$100 million of new money already made available on the commuter side I am pleased to draw to his attention that on October 26, 1977, the government established a \$230 million urban transportation assistance program to provide funds to provinces and municipalities for improvements to the urban transportation infrastructure and for railway relocations and grade separations.

This is a five-year program which has received approval by the governor in council. The \$230 million will be distributed to the provinces on the basis of \$10 per capita. That means, for example, Mr. Speaker, that the province of Ontario will receive a five-year allocation of \$82,646,000.

The program has four main objectives: first, to improve the efficiency of the urban transportation system; second, to improve the standards of the urban environmental quality and land use efficiency; third, to conserve energy; and fourth, to improve safety at railway crossings, including construction of grade separations.

Adjournment Debate

A few words are perhaps necessary on the selection of projects for urban transportation assistance program funding. It was decided early on that the best people to decide on what sort of projects should be funded were the more local transportation people who understood local needs and priorities. Accordingly, the main responsibility for the selection of projects put forward by the municipalities was given to the provinces. Under the administrative processes which will govern the program, the provinces will determine their priorities and will submit a list of the proposed projects which will be considered for acceptability.

Most provinces are still working on their submissions but I am pleased to report that Ontario has been fast off the mark and has submitted an extensive list of grade separation projects and two railway relocation studies for which it has requested funding under the program. Twelve of these grade separation projects chosen by Ontario have already been approved and an announcement to this effect was made on May 24. I am pleased to note that four of these are slated for metro Toronto at Runnymede Road, Pape Avenue, Kingston Road and Main Street. One of them, I am more particularly pleased to note, is scheduled for my own borough of Scarborough where open level crossings continue to constitute a major community issue in spite of continuous federal approval and funding of numerous such grade separation projects over each of the last several years.

To expedite the construction schedule the minister has indicated to the government of Ontario that he has asked the Canadian Transport Commission to issue preliminary construction orders. This would temporarily leave in abeyance the allocation of project costs while allowing for the preparation of final cost estimates and for calling tenders for approved projects without further delay.

In closing, I should like to suggest that this program indicates to the extent possible, given the fiscal restraints that we are now operating under, the concern of this government for the urban transportation needs of Canadian municipalities and for the election promises made in 1974.

Mr. Deputy Speaker: Order, please. The motion to adjourn the House is now deemed to have been adopted. Accordingly, this House stands adjourned until tomorrow at two o'clock p.m.

At 10:32 p.m. the House adjourned, without question put, pursuant to Standing Order.