

*Proceedings on Adjournment Motion***BUSINESS OF THE HOUSE**

Mr. MacLean: Mr. Speaker, before we proceed to the adjournment debate I would ask the President of the Privy Council to confirm, for the benefit of all members, the items to be placed before the House tomorrow. Would he also confirm the understanding that we will continue the budget debate on Monday and, hopefully, Tuesday?

● (10:00 p.m.)

Mr. MacEachen: Mr. Speaker, I confirm the order of legislation which I announced today, with the change that instead of continuing with the bill that has been before the House today, tomorrow we will take the crop insurance legislation and continue the order of business as announced. On Monday we will take the budget, definitely. Perhaps the quality of speeches will be so persuasive on Monday that a debate on Tuesday will only be redundant. We will only know that on Monday.

Mr. Knowles (Winnipeg North Centre): Mr. Speaker, we welcome the information that the minister has given us. May I ask him whether the fact that we are not proceeding with the young offenders bill tomorrow means the government is giving consideration to the possibility of withdrawing it?

Mr. MacEachen: No, Mr. Speaker. We want to give consideration to the two days' debate on the bill, but not for the purpose of withdrawing it.

**PROCEEDINGS ON ADJOURNMENT
MOTION**
**AIRPORTS—PROVISION OF RAPID TRANSIT
GROUND FACILITIES**

Mr. Mark Rose (Fraser Valley West): Mr. Speaker, my question involves comments on a reply received from the Minister of Transport (Mr. Jamieson) when I asked a question on November 17 regarding provision of rapid facilities on the proposed bridge to serve the Vancouver international airport. All of us are aware of the dangers to humanity of the internal combustion engine, and of the fact that many large urban centres are suffering from emissions from it. In fact, some large cities are slowly strangling to death.

We all know that the oil companies are trying to capitalize on the knowledge of the people and the resultant popular apprehension by a vigorous advertising campaign directed to selling low-lead or no-lead gasolines. Whether these new products are just advertising gimmicks and the people who buy them just willing suckers, or whether they are real scientific advances is not for me to say since I do not have the expertise; but I strongly suspect that the former is true.

The point is that for the past quarter of a century our cities have become slaves to the automobile and we cannot build freeways and bridges fast enough to meet the demand. As our freeways develop and spread into

[Mr. Rynard.]

suburbia, people move farther out into the suburbs, ultimately putting more traffic in the arteries we have developed. The traffic density which grows, prevents the freeways from accomplishing what they were intended to accomplish and they do not provide much in the way of transportation efficiency for very long.

Collaterally, many of our urban cores have become large parking lots. Sometimes these are tax havens. Anyway, our city cores are hollow in the centre and devoid of those characteristics that make up a balanced, viable community. People do not live there anymore; they get out of these areas as fast as possible. The construction of freeways is something like a dog chasing its tail. The construction of freeways and urban core disintegration are coincidental. But, Mr. Speaker, people will not put up with this situation forever. One need only look at Ottawa and its Queensway during rush hours to appreciate what I am saying. The Queensway is packed with automobiles from one end to the other during rush hours, each vehicle usually containing one driver only, grimly attempting to get to work and return home again without developing ulcers because of the tie-up frustrations and without developing lung cancer from exhaust emissions.

Even if we built another Queensway I do not think it would help a great deal. The result would not be less traffic on the present one, but more farmland would be gobbled up, so we would have the same situation of one driver in each car driving more miles every day to get to one more downtown parking lot. We have all heard about the Spadina expressway in Toronto. That story further documents the fact that people are beginning to react and are not just accepting these things. There is no such thing any more as a cowed electorate, and that is a good thing.

Some Members of Parliament, notably the hon. member for Cape Breton-East Richmond (Mr. MacInnis), have been extremely critical of the chairman of the National Capital Commission, Mr. Douglas Fullerton. In my opinion, his comments on automobiles and expressways and his criticism of the depredations of the automobile, with their resultant social disintegration, are bang on. His speeches on the subject are certainly worth reading. This all started, as I said earlier, on November 17 when I asked the Minister of Transport a question which was supplementary to one asked by the hon. member for Crowfoot (Mr. Horner). The minister assured the hon. member that he was indeed very well aware of the need for rapid transit systems in cities. I asked this supplementary question on the subject of rapid transit systems, as reported at page 1235 of *Hansard*:

In view of the discussions on this question, could the minister advise the House why in his consideration of rapid transit systems to and from airports in major cities there has been no provision for rapid transit facilities in respect of the new bridge to serve Vancouver airport?

The minister replied:

For the simple reason, Mr. Speaker, that a number of authorities on the matter, excluding the authority of (the) hon. gentleman opposite—