

In compliance with the Canada-Quebec agreement for the development of the lower St. Lawrence area, Gaspé and Îles-de-la-Madeleine, signed in September 1971, funds amounting to \$113,500,000, including a federal contribution of \$61,300,000, will be provided for the implementation of an integrated transportation system to facilitate both regional and external exchanges. I can say, Mr. Speaker, that this is a major breakthrough for eastern Quebec.

The contribution of the federal and provincial governments to the improvement of the road network around the peninsula will enable us to kill two birds with one stone; not only it will expediate the transportation of goods by road but also accommodate 800,000 visitors after 1977 in the Forillon national park and the other tourism centres.

Mr. Speaker, while remaining in the field of transportation I wish to thank the Liberal government which, since 1963, showed a marked interest in the improvement of airports and landing strips in Gaspé and the lower St. Lawrence area. Much remains to be done and the future of air transportation in Gaspé will largely depend on government action. It is the responsibility of the department as well as of the Canadian Transport Commission, in co-operation with the province and the municipalities, not only to control the optimum use of grants in the building of airports and to rationalize permit deliveries but also to maintain travellers' safety and guarantee that carrier operations are economical.

Thus air transportation will be able to play its role which is to facilitate travels to people at a reasonable price while permitting a larger number of customers to enjoy the advantages of freight transportation, affording air mail transportation which is not done currently.

Moreover, air traffic can contribute to regional development by offering new outlets to certain products and by facilitating the exploitation of various parts of this region by air transportation and mainly by developing the tourism industry as mentioned in the Speech from the Throne.

The Gaspé Peninsula must constantly face not just the transportation problem, but also a broadcast problem. In fact, in some areas, television reception is far from being satisfactory.

I would therefore like to point out how important it is for the CBC to extend its television services so as to reach the people of the Gaspé Peninsula.

I congratulate the CBC for accepting to extend its services by increasing the number of its stations, and this has been done in Matane in the Gaspé Peninsula. However, it should consider as soon as possible establishing relays that would put at the disposal of the whole population of that region, especially in the difficult areas, an appropriate service. I refer particularly to the mountainous areas of northern Gaspé.

Under the provisions of the Broadcasting Act, the Canadian Broadcasting Company, as a national broadcasting agency, is responsible for providing all Canadians, in both official languages, with adequate television services, and I congratulate the Canadian Radio Television Commission on their having considered the Gaspé peninsula as a pilot area in the development of their program.

#### *The Address—Mr. Cyr*

Undoubtedly, the CBC, in their master-plan, will exercise the vigilance required to remedy anomalies existing in some areas of the Gaspé peninsula and like the CRTC, the agency will recognize the Gaspé peninsula as a priority area.

The CBC seems to be experiencing financial difficulties in its efforts to fully implement its five-year plan. As mentioned in its 1971-1972 report, its budget is \$27 million short. It is suitable, I feel, to suggest that CBC for a few years, should reduce the funds earmarked for programming in order to increase those covering capital investments and infrastructure in every area of Canada where television services are needed.

Mr. Speaker, the Speech from the Throne also specifies and I quote:

In another area of social policy, the field of housing and urban development, the Government proposes the following action, in co-operation with the Provinces:

- assistance in the provision of low-cost housing and other accommodation for senior citizens
- home-ownership assistance to low and moderate income families
- a land assembly program to assist in the creation of new communities and to check urban sprawl

The last paragraph should certainly be especially emphasized as it expresses a very bold attitude. Indeed, one can read in Chapter II of the report by Mr. J. W. MacNeill entitled "Environmental Management" and submitted to the government in 1971 the following excerpt on certain aspects of environmental management, and I quote:

Throughout the world, value structures and institutions are being challenged as seldom before. A major challenge to both stems from the growing, global crisis of the environment. During the middle decades of the twentieth century mankind has become increasingly aware that life on planet Earth is seriously threatened. Man's exploitation of his natural environment to nurture his economic machine is resulting in unsustainable pressures on that environment. His utilization of artificial environments—the cities, office complexes, factories and homes in which he spends most of his time—is resulting in increasing stresses on him. Population growth, urbanization and industrialization are being propelled by an exploding and unregulated technology. The costs of this process in economic, social, ecological, esthetic and psychic terms are becoming increasingly intolerable.

In Chapter VIII, Mr. MacNeill goes on to say on Canadian Urban Growth, and I quote:

The salient features of national population trends have been outlined. From this it is evident that Canada is already predominantly urban and will become increasingly more urban. By the year 2000, over 90 per cent of our population will inhabit less than two per cent of our land mass. Moreover, these Canadians will be concentrated into fewer and larger regions. In Part Three we take a more detailed look at the projected pace and polarization of Canadian urban growth, the possible future dimensions of some urban environmental problems and their significance for the role of government in urban environmental management.

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Mr. Speaker, in Table 5 of the book entitled "Environmental Management" are listed the largest urban regions where 90 per cent of Canada's people will reside: Mont-