

There is the Atlantic agreement, the Newfoundland agreement, the task force in relation to the potato problems of PEI and New Brunswick, the historic agreement on ferries with British Columbia ending that long-standing grievance, and the creation of standing committees on transportation with each of the regions of the country. These are demonstrations of the rapid action taken by the government in regard to transportation. The Hall Commission report is another example of how quickly we will pursue matters. It is true that the transportation needs of this country are being met effectively and sensitively. The opposition's lack of ability to comment on these many programs of action is the clearest demonstration of the government's achievements.

Some hon. Members: Hear, hear!

Mr. Dean Whiteway (Selkirk): Mr. Speaker, I could not help but notice with some amusement the minister's comments about the unity of policy within the Conservative party. I wonder if the minister might comment about members of the Standing Committee on Transport and Communications, one of whom is in the Chamber at the present time. During our deliberations in eastern Canada, each member categorically, as a matter of record, divorced himself from the minister's user-pay concept and said he would do so publicly and in the House of Commons. I wonder if the minister would like to reflect upon the unity of government policies within his own party. That seems to me to be more relevant than what the minister would like to postulate as a difference of opinion and analysis.

An. hon. Member: That is not true.

Mr. Whiteway: It is true and I can get the record to prove it. The record is clear on it.

• (1650)

Mr. Paproski: Go back to sleep.

Mr. Whiteway: Stand up on a point of order and make the charge. It is true, and I can prove you are wrong.

The Acting Speaker (Mr. Turner): Order, please. Will the hon. member please address the Chair?

Mr. Collenette: Mr. Speaker, I rise on a point of order. The hon. member for Selkirk (Mr. Whiteway) has made a serious charge about the conduct of members on my side of the House. The hon. member for Restigouche (Mr. Harquail), the hon. member for Madawaska-Victoria (Mr. Corbin), and the hon. member from Saint John-Lancaster served on the committee in the Atlantic provinces last week. To my knowledge, and I have not read the transcripts of the reports, none of us said any of the words the hon. member attributed to us in his speech. I ask him to withdraw those remarks, because they are unfair innuendoes.

Mr. Whiteway: Mr. Speaker, the hon. member is wrong. It is not unfair innuendo. It is actually accurate accusation.

Mr. Paproski: Put your seat on the line.

Transportation Policies

Mr. Whiteway: I am speaking only factually, and will at the earliest opportunity present to the House of Commons such documentation as is necessary from the minutes of those committee meetings—

Mr. Collenette: Do it right now.

Mr. Whiteway: They are not available. The hon. member knows they are not available, Mr. Speaker.

Mr. Collenette: I think they are.

Mr. Whiteway: They have yet to be printed.

Mr. Collenette: How can the hon. member be so sure about this?

Mr. Whiteway: As soon as the documentation is available, I will make it available to the hon. member and the House of Commons.

Mr. Collenette: Then do not make a charge.

The Acting Speaker (Mr. Turner): Order, please. I suggest a dispute is going on between two hon. members. The hon. member for Selkirk has the floor for the purpose of making a speech.

Mr. Landers: Yes. Stick to your text.

Mr. Whiteway: Mr. Speaker, I shall speak this afternoon on urban transportation. The minister spent most of his 20 minutes dealing with subjects other than urban transportation. On the shelves of this country's governments, federal, provincial and municipal, there are millions of dollars worth of studies concerning transportation, studies dealing with short and long-term plans for urban rapid transit, with systems which would provide intra-city transport facilities for industry, business and residents. It is important to consider the scope of the problem.

Apparently the minister avoided speaking substantively on urban transit. The fact remains that urban transit is of concern to the 75 per cent of Canadians living in our cities, the three largest being Toronto, Montreal and Vancouver. One can think of ten other Canadian cities of substantial size. By the year 1990 at least 90 per cent of all Canadians will live in urban centres, something with which the minister neglected to deal. He did not tell the House the government's plans for urban transport. His own departments' demographic studies show that in future we shall see a concentration of industry, people and housing in our urban centres, which has serious implications for demand for land and infrastructure such as schools, recreational facilities and transport. We shall need not only a network of rapid transit; we shall need good roads as well. This concentration of Canadians in large urban centres also has implications with respect to energy costs, and the quality of the life of the citizens of those urban centres. As I say, 90 per cent of all Canadians by 1990 will live in large urban centres.