

*Private Members' Business*

The posted speed limit on this highway varies between 50 and 90 kilometres per hour. However, most traffic travels at a speed of 90 kilometres per hour. Improved highway control would no doubt enhance safety.

I have also been told that the Government of Ontario is considering a project to expand this highway and that roughly \$15 million has already been spent on a study of the proposed new route. It would seem, therefore, that Ontario has already given considerable thought to this project. As my hon. colleague noted, the timetable for completion would be rather long, perhaps as much as 20 years.

Highway 16 runs through a portion of the riding of Leeds—Grenville, which obviously explains my hon. colleague's interest in the project. As he indicated, as far as the northern stretch of the highway is concerned, costs would be divided into two stages.

According to the Ontario Ministry of Transport, construction costs would total \$200 million, while the price tag for the remainder of the four-lane highway would be \$180 million.

I gather the federal government's assistance is being requested because there is no four-lane highway linking the Nation's Capital to the capital city of the largest province in Canada. A four-lane highway would cut 30 minutes off the travel time. However, Madam Speaker, if we go along with this reasoning, then the federal government should be entering into a similar agreement with Quebec to expand Highway 50 into a four-lane highway linking Ottawa to another provincial capital, namely Quebec City. A four-lane highway would knock not 30 minutes, but 45 minutes off a five-hour trip. Ottawa would then be only four hours or so away from either Toronto or Quebec City.

• (1655)

If the motion carries, I would also call upon the federal government to stop dragging its heels on participating in the extension of Highway 13 so that Mirabel and Dorval airports can finally be linked.

All things considered, I question why Canadian taxpayers should have to pay for building four-lane highways in Ontario. Ontario should use the money from the infrastructure program if it wants federal funds to complete this project. My hon. colleague explained that he was not seeking additional funds, although this is not clear from his motion. I ask that the general rules of the infrastructure program be applied without exception and that no precedents which could be invoked later by other riders be set.

[English]

**Mr. John O'Reilly (Victoria—Haliburton):** Madam Speaker, I thank the House for the opportunity to speak on Motion M-3 in the name of the member for Leeds—Grenville.

The highway 16 connection of Ottawa to highway 401 has more to offer than just a few minutes off the drive. Making a two-lane highway into a four-lane highway would allow for a much safer route. There is only one nation's capital to deal with and the access is poor unless one lives in Montreal.

Highway 7 on which I travel from Ottawa to the Tweed turnoff is a very popular route for large trucks to and from Toronto and Ottawa. That section of highway 7 is extremely overburdened because of the poor access from Ottawa to highway 401. This stretch of highway 7 is the most dangerous piece of two-way highway in Ontario. A better, safer route to our nation's capital is what we are asking for.

My trip to the House includes highway 7 usually four times a week to and from my riding of Victoria—Haliburton which is four hours from Ottawa by car, the only way I have to get here. School buses, transport trucks, camper vans, motor homes, motorcycles, cars pulling trailers, walkers and bicyclists all use that stretch of highway 7 from Tweed to Ottawa. Completion of highway 16 would ensure less risk to the people on highway 7 from Ottawa to the 401.

Highway 37 is very busy. It runs from highway 7, down through the village of Tweed, to the top of Belleville to connect with the 401. We could ask Elmer Buchanan, the MPP for Hastings, about his unfortunate accident this past winter on highway 37 from which he is still recovering. I am sure the Ontario government would take that into consideration.

My thrust is not immediate on highway 16. My thrust is on relieving the burden of the entrance to our nation's capital along highway 7. In conclusion I urge all members to support the bill.

**Mrs. Beryl Gaffney (Nepean):** Madam Speaker, this issue has been before the people of the nation's capital for a great number of years. The hon. member for Victoria—Haliburton, my colleague who just spoke on the issue, adequately explained or visually explained the problems people have in trying to get to the nation's capital. Whether they are coming to Ottawa on the present highway 16 or whether they are coming on Highway 7, both roads are very dangerous.

In 1988 we were talking about the free trade agreement in the House. It was the first bill I had to vote on having been elected in 1988. Madam Speaker, you will remember you were newly elected at the same time. We sat in the House right up to December 23.

• (1700)

One issue I raised in my maiden speech in the House of Commons was with regard to the free trade agreement and particularly highway 416. I raised the importance to the nation's capital of having that four-lane link prepared and the effect it would have on the economy. It is the only four-lane link that would connect us to Toronto. It would be the only four-lane link that we had to connect us to New York State. Presently we have a