

Supply—Public Works

building was too large for the city which had already fallen to about half of what it had been in the good days, well, it was decided to cut out one floor and in spite of that, Mr. Chairman, the total cost came up to \$40,000 over the initial estimated cost for the whole building, including the two or three floors which were supposed to be built. Therefore, it is a little hard to accept the savings claimed by the minister.

However, what I particularly wish to discuss tonight is this. Out of some 15 projects provided for the national capital, in spite of the requests I made over and over again in this house, not a single one is located on the Quebec side of the national capital. One really wonders whether the minister has a bias against it. There are many reasons why those buildings should be erected on the Hull side.

Recently, the chamber of commerce, public bodies and the Hull city council submitted to the minister and the Prime Minister (Mr. Diefenbaker) an exceedingly well prepared brief on the subject. In that brief were spelled out the major reasons why some of those buildings should be erected in Hull, and that, not only for the benefit of the city of Hull, but also to the advantage of the federal parliament.

Hull is therefore a part of the national capital area. A point to be noted is the fact that the whole city area is comprised within a three mile radius from parliament.

There is not a single part of the city of Hull outside that three mile radius.

And further on, in the same brief, we read the following:

The Hull authorities have realized for their part that it was their duty to work in co-operation with the national capital commission to make of that territory one of the most attractive. They have spared no effort nor resources to achieve that purpose.

That unity of action, that unity of development existing at the level of embellishment and town-planning, should we not find it also at the level of the development of the city? In other words, when the location of government services and federal buildings is being planned, should not the authorities of the capital take into account the particular position of Hull, its position in the national capital area, as well as its proximity to the centre of the federal administration?

And in the complete brief, from beginning to end, we find the best of reasons why the Quebec side of the national capital should be selected for the erection of some of those buildings.

We read again further on, in section 11:

The duty of making of Ottawa and Hull the living picture of the harmony existing between both races, between the two great provinces of confederation, between two cities, one French speaking and the other with an English speaking majority—

—speaks in favour of erecting more buildings on the Hull side of the national capital.

And further on, the report adds: "Two main cities, Ottawa, in Ontario, and Hull, in Quebec: mixed population, different legislation and education systems, two provincial entities it is important to respect as far as the system of administration, the customs, the language and ideals are concerned. Far from causing us difficulties in our work, such a complex of human premises only stimulated our interest.

Those remarks are found at page 157 of Mr. Greber's report.

Still in the same brief, we find:

In an article written for the December 1961 issue of the *Canadian Geographical Journal*, Mr. Alan K. Hay, past chairman of the national capital commission, recognizes as an accepted fact that federal buildings be erected on both shores of the Ottawa.

This brief contains similar statements from front to back cover, and we see the same findings in Mr. Greber's reports and in the decisions of the national capital commission.

A little further on, the brief says:

These important construction projects constitute a practical means to contribute to urban renewal and, indeed, to city improvement. It is in the interest of Ottawa that its next door neighbour be as beautiful as possible.

The federal policy of decentralization of government services should show a certain balance, because the expansion on the Ottawa side will soon reach its saturation point. It would be advisable to consider now the Quebec side.

On that side, large tracts of land are still available only a short distance away from the center of the federal administration. Essential city services could easily be obtained. (The city of Ottawa is complaining about the high cost of the services it has to provide to federal buildings, because of the long distances.)

The federal government must promote a certain unity between the two main partners in the development of the national capital area, that is between Hull and Ottawa.

As you may notice, Mr. Chairman, all such reports are seriously prepared, well thought out and quite well presented.

In addition, it is stated that the buildings which would be erected on the Hull side would be only a mile away from the parliament buildings, from the heart of the national capital, whereas some are being erected at present at a distance of more than three or four miles as the crow flies from the centre of the capital.

This makes it abundantly clear that some of these buildings should be built on the Quebec side.

Following Mr. Greber's reports, Mr. Hay's observations and all the representations that were made in the past, why did not the minister find it appropriate to build some buildings in more suitable places, on the Quebec side for example, even if it had been only one or two buildings out of 15.