

General CLARK: Yes. If I may deal with that—when this new station is completed and ready for operation and when the grade separation is completed and ready for operation, and the two things have to come simultaneously, then we can abandon the railway lines that run across the Rideau River, past the Union Station and the Alexandra Bridge to, approximately, Brewery Creek in Hull. As soon as this is done, and we hope it will be in 1966, we will tear up the railway tracks and form a driveway from an interchange to the Queensway along the east side of the canal to meet with Rideau Street at, roughly, the site of the present station. Our consultants are engaged in trying to find a way to go under the two bridges by the Chateau, and to use that grade for a motor vehicle traffic route across the Alexandra Bridge. We hope to complete that new parkway in the spring of 1967. At that time we hope to connect Echo Drive onto the new parkway. Anyone coming from the airport normally comes in a taxi crossing the Pretoria Bridge and now they will be able to continue on the new driveway to the Chateau Laurier or wherever they may be going.

Another stage is the elimination of this railway line running from Bell's Corners to Ottawa West Station. That is the C.P.R. Carleton Place subdivision. There is also what is called the Chaudière spur of the C.N.R. These lead to what I shall call a marshalling yard—excuse me if I do not use railway terminology but I am not familiar with it—in LeBreton Flats. This will be removed and we shall get there about 60 acres of railway land from the railways. When we acquire the balance of that it will be redeveloped as a site for Government buildings. You will recall that last year the Government announced this would be the site for a new Department of National Defence headquarters which will be one of the first building in that area. We hope to have this railway line, by agreement with the Board of Transport Commissioners, eliminated sometime late next year.

The CHAIRMAN: Late next year, do you say?

General CLARK: Yes, late next year.

Senator SMITH (*Kamloops*): You referred to a tunnel in the Dows Lake area?

General CLARK: Yes.

Senator SMITH (*Kamloops*): Is that going to be completely tunnelized or par of an open cut?

General CLARK: It will be an open cut almost all the way, but where we go under Dows Lake—it is the canal at Dows Lake, really—it is to be a full tunnel because it is under the canal. It comes into an open cut, which starts very close to the Rideau River; and then as you approach the canal it goes into a full tunnel and comes out again into the open cut underneath Carling, to grade at about Somerset Street.

Senator SMITH (*Kamloops*): Will there be any crossings on that cut?

General CLARK: Yes, the crossings are at Carling Avenue—I might just get the names of the streets here. I think there will be as many crossings as there are now.

Senator SMITH (*Kamloops*): Will there be any level crossings or are they all overhead?

General CLARK: The traffic will travel over the railway. We shall have no level crossings, so the trains can go through at whatever speed is satisfactory for railway operations, without the hazard of striking anyone on a crossing. The main ones are, first Colonel By Drive. We are under that; that is now at grade. Then we come to the Prescott Highway; we are under that. Carling Avenue; we are under that. Beach. Gladstone. So we will be completely away