

*National Capital Commission*

Within the city of Ottawa itself virtually all significant advances are dependent upon the establishment of a union railway terminal company. Even the Queensway cannot be planned and carried out to its western terminus until provision has been made for the joint operation of the railways within the city limits. Negotiations with the railways have gone on for months, indeed for years. I venture respectfully to suggest to the Prime Minister that the time has come for the government to ask the railways in unmistakable terms to conclude an agreement, and to do it within a deadline period not too far distant.

The project of a union railway terminal company governing the operation of all railways within this community is inevitable. The faster it is achieved the better it will be for all concerned and the cheaper it will be for the government of Canada and for the railways themselves. From the date of the completion of such an agreement for the union operation of railways within the city to the completion of the immediate plans which are dependent upon such an agreement is a minimum period of five years. These include, for example, the abandonment of the C.P.R. Sussex branch in the constituency of the hon. member for Ottawa East, and the abandonment of the C.P.R. main line from Bells Corners to Ottawa West in the constituency of Carleton.

As I have said, completion of Queensway planning—and I want to emphasize the word "planning"—is dependent upon this railway agreement. We may get some comfort from seeing bulldozers at work on stage one of the eastern sections of the Queensway, but I think all those who have made some study of the situation in this city will realize that the Queensway is needed today, not four or five years hence. The fact is that the national capital is choking to death with traffic today. Based upon traffic projections which I have seen it will be brought to an almost literal standstill before the Queensway and other arterial roads and bridges are completed.

A speed-up in completion of the Queensway is urgently needed. Under the deal among the federal district commission, the Department of Public Works, the province of Ontario and the city of Ottawa, construction is under the direction of the province of Ontario. I want to appeal publicly to the new minister of highways of Ontario, Hon. Fred M. Cass, a distinguished son of eastern Ontario, to allot a larger amount of the highway budget to the Queensway in order to speed up its completion as an essential part of the national capital plan.

I turn now, sir, to deal with the driveway system, for I am one who believes that the driveway system has been perhaps the greatest contribution of the federal district commission and its predecessor, the Ottawa improvement commission. But, as a distinguished journalist of this city has pointed out repeatedly in the *Ottawa Journal*, there has been very little construction on the Ontario shore in the last 20 years. All the land, or virtually all, for the proposed Ottawa river parkway and the east-west parkway has been acquired, and for this major advance I want to congratulate the federal district commission sincerely.

But I cannot refrain from pointing out the significance of the lack of construction on the Ontario shore in recent years. The concept of the Ottawa river parkway from Lazy bay, a short distance above the falls upstream from this building, to Britannia is magnificent. It will be an almost revolutionary addition to the parkway system of the national capital. To the capital I believe it will give a new character. No other project can have more immediate significance. The estimated cost of the Ottawa river parkway is \$2½ million.

My urgent hope is that the new national capital commission, in consultation with the other planning authorities, will make an early start on this project. In my opinion it has a priority close to top level, and I should like to add that it should be constructed immediately adjacent to the magnificent Ottawa river shore and not some distance back therefrom as in the existing short stretch from Island Park drive to Churchill avenue.

Under the new commission I venture to suggest that there should be established a strong, active architectural consultative committee. I am not satisfied that some of the more recent government building is adequate architecturally for the nation's capital. A speech which I made outside this chamber has already been quoted on a couple of occasions this session, but I believe that in this capital aesthetics should not be sacrificed to pure utilitarianism. Some of the new government buildings are less attractive than the new industrial plants in my riding, and in my opinion that should not be so.

Equally, as the Prime Minister pointed out this morning, we must preserve our historic buildings. The Prime Minister mentioned the destruction of the old supreme court building to make way for a parking lot which in my view, sir, was nothing short of an act of vandalism. My blood pressure rises every morning when I pass by the site of the old supreme court building. Fortunately the