

*Private Members' Business*

● (1630)

In conclusion, I believe that Bill C-11 has merit. In my opinion it would have been a better bill if it had the budget implications included in it. We are not sure just how many hundreds of millions of dollars the Canadian government has foregone in this instance and what the total cost of the program is.

I find myself leaning toward supporting this bill but I would have been much happier to see the financial implications.

(Motion agreed to, bill read the second time and referred to a committee.)

[Translation]

**Mr. Gagliano:** Madam Speaker, at this time, I think we will do what we wanted to do at the beginning. I think you will find there is unanimous consent to move on to private members' business right away. We should then be finished in time for the call of the bell.

So if you asked for unanimous consent, I think you would get it.

**The Acting Speaker (Mrs. Maheu):** Am I to understand that the proceedings on the adjournment motion will take place after the vote or will they be cancelled?

**Mr. Gagliano:** If we could have unanimous consent to move on to private members' business, we will hold the necessary consultations during the debate and decide whether there will be proceedings on the adjournment motion.

**The Acting Speaker (Mrs. Maheu):** It being 4.37 p.m., the House will now proceed to consideration of Private Members' Business as listed on today's *Order Paper*.

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## PRIVATE MEMBERS' BUSINESS

[English]

**HIGHWAY 16**

**Mr. Jim Jordan (Leeds—Grenville)** moved:

That, in the opinion of this House, the government should enter into an agreement with the province of Ontario to expand Ontario highway 16 south from Ottawa to highway 401 at Johnstown, into a four lane highway in order to ensure road safety and enhance travel in and out of the nation's capital.

He said: Madam Speaker, it is a pleasure to speak to this motion. I have been trying to move it along this far and get it discussed at this level ever since I have been in the House of Commons. I feel I have made one small gain on this.

I want to give a short history and geography lesson for the people across Canada who may need some familiarizing with the location of this highway and hopefully elaborate sufficiently so that people will see that it does have a national interest.

Highway 401 is the main east-west highway through south central Canada. If you have ever travelled through Ontario by motor car you have probably been on the 401. That is the main thoroughfare.

The 401 passes about 80 kilometres south of metropolitan Ottawa, Ottawa-Hull. It is about 100 kilometres from where we are right now to highway 401, the main busy thoroughfare that passes through southern Ontario. The link to get to that highway, however, is highway 16. My hope would be to some day see it a four lane highway, a north-south link between this part of Canada and the 401 and the northern United States.

● (1635)

My riding is not very far away. It has two bridges coming in from northern New York. I would like to think that some of the people would be interested in the nation's capital. However when they look at a two lane road, having been accustomed to four lane roads, they would be more inclined to stay on the four lane highway and move out of this area either to Toronto or Montreal.

I want to make it clear that the northern stretch of this highway, about 15 to 20 kilometres, is being constructed at this time into a four lane highway but the remaining 60 kilometres will be still only a two lane highway. There was pressure for the highway to be built to four lanes about 15 years ago and the layout is there for four lanes.

They have expropriated almost all the land that would have to be expropriated. They have bypassed the towns and the villages. Very often those are points of great dispute when one is bypassing a community. That has all been done. The right of way is there for four lanes. It just needs the political will to move on with it.

The only way you can get from the nation's largest centre, Toronto, to the nation's capital by a four lane highway is to go to Montreal. Then you can come back to Ottawa on a four lane highway. That lack of access to the nation's capital should be of national interest because of the ever increasing traffic flow on the existing road into the capital from the south. First and foremost is the safety aspect.

In the seven year period from 1985 to 1992, there were 39 deaths on that highway. There were 721 reported accidents and probably minor accidents that were not reported. Ninety per cent of the accidents occurred in the southern portion of the highway, in other words, the part that is not being constructed into four lanes, the part where there is no plan currently to improve the highway.

The federal government has some responsibility because it is the road into the nation's capital. That is why I presented this motion. There is nothing novel about spending federal funds to construct highways. Indeed, we announced a great infrastructure plan not too long ago. A lot of federal government money has been spent on highways.