

Dufferin Bridge and Bank Street, and the repair and maintenance of good and sufficient sidewalks on both sides of the said portion of Wellington Street, is hereby cancelled, and the following substituted therefor, namely: That the Government shall repair and maintain good and sufficient sidewalks on the northern side of that portion of Wellington Street in the said city between Dufferin Bridge and Bank Street, and on so much of the southern side of the said portion of said street as is in front of property owned by the Government, and shall keep in repair the roadway of the said portion of Wellington street between Dufferin Bridge and Bank Street, as it now exists, and should it be deemed desirable that an asphalt or other improved pavement be hereafter placed on the said roadway, such work shall be done by the Corporation in the same manner as similar works are done in other portions of the city, nothing herein contained to be construed as releasing property holders on the said portion of Wellington Street from any obligation imposed upon them by law as regards payment of any taxes or rates in respect of their property on the said street.

Mr. REID: Why was it the duty of the Government to repair and maintain certain sidewalks and streets, as provided for in section 17 of that Act?

Mr. BRONSON: That is along the north side of Wellington street, where the Government own all the abutting property. I imagine the Dominion Government always did look after those sidewalks. The Dominion's property is abutting all along there, and I suppose they wanted to make sure that these sidewalks were maintained in a manner satisfactory to them.

Mr. REID: Does the Government really own those sidewalks?

Mr. BRONSON: I could not answer off-hand where the title to that strip of sidewalk along the north side of Wellington street lies. I presume it lies in the City of Ottawa. The responsibility for its upkeep is a matter of agreement between the Government and the City.

(Continues reading brief):

By an amending act assented to May 15, 1902, the membership of the Commission was increased from four to eight commissioners.

By an amending act assented to August 13, 1903, the period during which the annual grant of \$60,000 was to be paid was extended to 20 years from July 1, 1899 and the Commission was given the power to borrow up to \$250,000 by the sale of debentures.

By an amending act assented to May 4, 1910, the annual grant was increased to \$100,000 for a ten-year period commencing July 1, 1909. The Minister of Finance was authorized to pay to the City of Ottawa \$15,000 annually for a period of ten years from July 1, 1909 as a contribution to the maintenance of the fire protection service of the City.

An act to consolidate and amend the acts respecting the Ottawa Improvement Commission was assented to July 7, 1919. It increased the annual grant to \$150,000 for a ten-year period from July 1, 1919.

This brings the historical summary to the enactment of the Federal Commission Act of 1927 dealt with at the commencement of this brief. In changing the name of the Commission from the Ottawa Improvement Commission to the Federal District Commission and by increasing its powers to enable it to plan its activities in any area or district, and by appointing a commissioner as representative of the City of Hull, the Dominion Government was actuated by the desire to widen the scope of the Commission's functions to embrace not only Ottawa and its immediate vicinity but Hull and the adjoining municipalities of both cities looking to the ultimate development of this general area as a federal district.