

Furthermore, it is recommended by the Minister of Finance that temporary custom reductions be granted immediately on a five percentage points average on imported consumer goods evaluated at \$1.3 billion. Such decreases are intended to counterbalance the inflationary trend on prices. Besides, those reductions are not likely to produce unfavourable results on production or employment. They involve mostly consumer goods which are relatively more heavily taxed than the average products and they will apply to products which are not grown or manufactured in Canada.

In so far as sales taxes are concerned, some will be abolished, namely in the case of children's clothing, shoes, near-food products such as candies, chocolate bars, soft drinks and fruit drinks. The special 10 per cent excise duty on toilet articles, cosmetics, clocks and watches, except if the manufacturing price of the latter is more than \$50, will be abolished.

It is said that retailers across Canada are already offering some of those products at reduced prices.

Mr. Speaker, I would now like to comment on the prices and distribution of cattle feed. The situation of cattle feed prices is detrimental to eastern Canada farmers, especially those of Quebec and the Atlantic provinces. I agree that the present situation is not as discriminatory as it was in 1969, 1970 and 1971, but the problem remains nevertheless and solutions must be found as soon as possible. The representatives of the Union des producteurs agricoles of the province of Quebec recently walked out of the annual meeting of the Canadian Federation of Agriculture. For some of us, the struggle has been going on for a number of years, but there exist great possibilities towards a solution.

The Speech of the Throne deals with the matter as follows:

The government supports the principle of an equitable relationship of prices of feed grain to livestock feeders in various areas of Canada.

Of course, Mr. Speaker, this includes eastern Canada.

On many occasions, the minister responsible for the Canadian Wheat Board (Mr. Lang) as well as the Minister of Agriculture (Mr. Whelan) have also made statements in this House and elsewhere about this. They undertook to introduce a fair and equitable solution for all regions of this country about such an important matter, before next crops.

Mr. Speaker, when I read through the main estimates for the fiscal year ending March 31, 1974, which was introduced in the House of Commons by the President of the Treasury Board (Mr. Drury) on Tuesday, February 20, 1973, I am pleased to note that the Department of Public Works and the National Capital Commission are asking from parliament important amounts to build up new federal buildings and the infrastructure within the boundary of the national capital on the other side of the Ottawa River. We remember that the Prime Minister of Canada (Mr. Trudeau) as well as the hon. Minister of Transport (Mr. Marchand), then minister responsible for the National Capital Commission, announced together a wide spread program of about \$250 million, over a period of 25 years, designed to build federal public buildings as well as infrastructure works on the Quebec side.

#### *The Budget—Mr. Clermont*

Following this statement, construction of the Portage bridge began by the end of 1970, at an approximate cost of \$13 million which are entirely paid out by the federal government.

In 1971, phase 1 of the construction of federal public buildings began. This is for Place du Portage, a building whose first two floors should soon be occupied by business firms and the rest by the federal government. Phases II and III are underway and the votes required in fiscal year 1973-74 for its continuation are of about \$15,450,000. Votes of \$8,535,000 are required for other projects in the same area for the same fiscal year.

Additional votes of roughly \$830,000 are required for the construction of two federal buildings, one in Buckingham where work has already started and the other in Gatineau where I strongly hope that work will begin during the next fiscal year of 1973-74.

Mr. Speaker, some will ask why does the member for Gatineau mention work which is or will be carried out for a large part in the riding of Hull. I find it easy to explain. The economic effects resulting from the transfer of federal departments to the city of Hull will benefit not only the people of that city but the whole population of western Quebec.

Furthermore, in the future, the authorities of the Department of Public Works of Canada will have to consider erecting such buildings east of the Gatineau river, as I have already mentioned to former minister of public works as well as to the present minister. With an improved public transport system on both sides of the river and a rapid transit system on the Quebec side it will be as easy to move from communities east of the Gatineau river as it is from certain parts of the cities of Ottawa and Hull.

In January 1972, an agreement in principle of about \$130 million was signed on a cost sharing basis between the province of Quebec and the National Capital Commission and included the construction of 45 miles of highway on the Quebec side of the Ottawa area as well as the development of a rapid transit system and urban arteries in Hull and the surrounding municipalities. This vast road-building program should be undertaken on a six-year schedule that could be extended if necessary. Credits of about \$4 million has already been approved by parliament under the terms of this agreement, and the 1973-74 budget forecasts contain further credit of around \$8 million. Work has been done or started as a result of this agreement.

Highway 8 has been widened between Maloney Boulevard in Gatineau and Archambault Boulevard in Pointe-Gatineau. Work has begun on the bridge over the Gatineau River, near Leamy Lake, to be called the "Pont des Draveurs". Work is in progress on the interchange between Highway 8 and the new "Pont des Draveurs", and also on Highway 11.

There can be no doubt that the agreement reached between the National Capital Commission and the government of the province of Quebec will speed up the construction of expressways 5 and 50 in the part of the national capital area that is in Quebec.