

*National Capital Commission*

railway relocation program; fourthly, the construction of a new interprovincial bridge; fifthly, the establishment of an intermediate zone between the urban and rural areas, commonly called the green belt; and sixthly and lastly, the acceleration of the work in the Gatineau park.

Of those six projects we can say that only one is really the sole responsibility of the federal district commission, and that is the work which has been and will be undertaken in the future in connection with the Gatineau park. Two others, namely the elimination of the causes of pollution in the Ottawa river and the construction of an interprovincial bridge to help alleviate the traffic problems between the cities of Hull and Ottawa, are really provincial and municipal projects. When I say that, I do not mean that the federal government, through the federal district commission, should not try to resolve these problems or to carry the projects to completion. The construction of the interprovincial bridge is to cost \$10 million, and this is strictly the obligation of the provincial governments of Ontario and Quebec as well as that of the municipalities of Hull and Ottawa. If the federal district commission can help in building, let us say, the approaches, so much the better; if it can help in the construction of the bridge, we will all be very pleased, because it is urgent that the bridge be built.

This is, however, first of all a provincial matter, and we must not forget that in respect of the pollution problem, even if we work hard to try to eliminate the causes of pollution which come from the cities of Ottawa and Hull we are still a long way from having cleaned up the Ottawa river. Work in this connection would have to start from the headwaters of the river, from as far away as lake Timiskaming. Work will have to be done in many municipalities up the river and along the river and, of course, much work must be done in our local sector comprising the cities of Ottawa and Hull, the town of Aylmer, the town of Gatineau Point, the village of Deschenes and the surrounding small municipalities. Both the provincial governments of Quebec and Ontario will have to accept responsibility in this connection, and it is very gratifying to note that the government of Ontario is going ahead through the organization within the department of health to try to eliminate these causes of pollution. We are also very glad to see from the newspapers that the city of Ottawa, also through this provincial organization, will probably start immediately to build a sewage disposal

plant at Green creek and will also build necessary tunnels and sewer lines to connect all the sewers of Ottawa to that sewage disposal plant.

I understand the federal district commission will contribute to this work up to a certain amount and that the commission will help the city of Ottawa to acquire a site at Green creek. This help may not be sufficient; the federal district commission may also have to help in the construction of these tunnels and sewer lines. We have heard mention of the amount of \$11 million, but we know this project will cost \$43 million and maybe more. It has been said that the federal district commission may contribute the amount of \$11 million, and I am in favour of this, but even if this is done the city of Ottawa and the city of Hull still have a responsibility in this connection.

The city of Hull, has an obligation to go to the government of Quebec and to force the premier of that province to do something about the Ottawa river on the Quebec side. The city of Hull should also force the provincial government to share in the cost of construction of an interprovincial bridge across the river but, more particularly, if the city of Hull has the responsibility to make clear to the provincial government that it has an obligation to share in the costs of these projects, and even if the federal district commission assists the Ontario side, that is not enough. Assistance will also have to be rendered to the Quebec side. If the federal district commission is to contribute to this work in Ottawa I do not see why it should not also contribute to the work on the Quebec side, more especially to the work within the limits of the city of Hull.

Those two projects are mostly provincial and municipal in nature, but there is another project which is also of a provincial and municipal character, and that is the construction of the full length of the Queensway, which is 22.8 miles, about 10 miles of which will lie within the city of Ottawa. I feel that the federal district commission has a responsibility with respect to those 10 miles and it has subscribed a large amount to this project, so that it has rights in that connection. I understand the total cost of the Queensway will be between \$50 million and \$60 million, and that the estimated cost of the first stage is \$32 million. The federal district commission has already indicated it is ready to supply the right of way which is valued at \$8,500,000 and it is ready also to take care of improvements after the Queensway is built. These improvements are estimated to cost \$300,000. That takes care of the Queensway.

We also have another project which is a federal responsibility although in this case