

Questions

The government proposes to introduce at this session an amendment similar in principle to that proposed in Bill C-38.

FEDERAL COMPLIANCE WITH LABOUR
STANDARDS CODE

Question No. 244—**Mr. McCleave:**

1. Do all federal government departments now carry out the provisions of the Canada Labour (Standards) Code with respect to (a) part I—hours of work (b) part II—minimum wages (c) part III—annual vacations (d) part IV—general holidays?

2. If there are exceptions, what are they and when will they be corrected?

Hon. E. J. Benson (Minister of National Revenue and President of the Treasury Board):

1. Standards similar to those set out in the Canada Labour (Standards) Code with respect to minimum wages, annual vacations and general holidays are enjoyed by all employees of federal government departments. The only known exception to this concerns the rates of remuneration received by cadets in the Canadian Coast Guard College which are in some cases lower than \$1.25 per hour. The cadets are, of course, involved in a formal apprenticeship program which will ultimately have beneficial career effects, a situation for which the code makes provision.

2. With respect to hours of work, most public servants work a 37½ hour or 40 hour week; this is, of course, equal or superior to the minimum standard in the code. Nevertheless, hours in excess of the standards established by the code are worked in certain field operations, isolated locations and under exceptional circumstances directly related to operating requirements. The Treasury Board has had such types of situations under close study to determine the most practicable methods of meeting the code standard while recognizing the best interests of the employees and the requirements of service to the public. In several such instances it has proven possible to reduce hours to the code standard or very close to them. Efforts along this line are continuing and it is felt that collective bargaining will assist the process since it will provide the vehicle for making known the employees' wishes with respect to various alternative solutions.

STUDIES RESPECTING NATIONAL CAPITAL
BRIDGE CONSTRUCTION

Question No. 273—**Mr. Isabelle:**

1. Is the present site of the Macdonald-Cartier bridge the result of a study or suggestion made by

[Miss LaMarsh.]

the town planners of the National Capital Commission and (a) if so, in what year was this result made known to the public (b) if not, who authorized the construction of the bridge at that place?

2. What were the priorities established in 1952, 1956, 1960 and 1964 by the town planning committee of the N.C.C., concerning the construction of bridges over the Ottawa river between the Quebec side and the Ontario side?

3. To the knowledge of the government, did the N.C.C. in its study on the economic prospects of the national capital area, mention the westward shifting of the inhabitants of the N.C.C. area both on the Quebec and Ontario sides, since 1947?

4. In the master plan for Hull and district, which was made known in 1964, and in connection with the regional development for Hull, Aylmer, Deschênes, Lucerne and Hull West, what were the 1986 population forecasts for each of these municipalities of western Quebec?

Hon. G. J. McIlraith (Minister of Public Works): 1. No.

(a) Not applicable. (b) A special technical committee set up to study this question, known as the Ottawa river bridges committee, comprising representatives of the Ontario department of highways, the cities of Ottawa and Hull, the federal Department of Public Works and the federal district commission endorsed the present location of the Macdonald-Cartier bridge which was recommended in a report prepared by Messrs. De Leuw Cather and Company 1956. The construction of the bridge at this site was confirmed finally at a special meeting dealing primarily with cost sharing held April 28, 1960, attended by the federal Minister of Public Works, the minister of highways and provincial treasurer of Ontario, deputy minister of public works, Quebec, the mayors of Ottawa and Hull, and their respective staffs.

2. 1952—The Gréber report of 1950 established as first priority the replacement of the Alexandra bridge and allocated second stage priorities to the Lemieux island and Deschenes bridges. A bridge at the location of the Macdonald-Cartier bridge was not mentioned. The federal district commission used this report as a guide to the development of the national capital and adjusted its recommendation in the light of the information available at the time of the development of a project.

1956—The federal district commission brief in 1956 recommended to the joint committee of the House of Commons and Senate, the construction of an Ottawa river bridge as priority 5 among many prospective joint