

Questions

2. Province	Miles to be completed as of June 1970
Newfoundland	134*
Nova Scotia	3*
New Brunswick	69*
Prince Edward Island	nil
Quebec	173
Ontario	108
Manitoba	53*
Saskatchewan	100*
Alberta	41*
British Columbia	5

*Primarily upgrading of previously constructed sections to Trans-Canada Highway standards.

Under the legislation Canada shares in construction costs for work done to December 31, 1970. With the exception of sections which might be under construction on that date, the remainder of the highway will be paved.

3. Federal contributions towards shareable construction costs follow:

Province	Millions of Dollars			
	1966-67	1967-68	1968-69	1969-70
Newfoundland	5.8	9.5	9.1	6.7
Nova Scotia	18.3	12.9	10.0	6.7
New Brunswick	10.6	11.2	3.2	2.0
Prince Edward Island	0.4	0.9	0.2	0.1
Quebec	41.8	22.1	8.8	3.1
Ontario	2.9	5.2	3.1	4.5
Manitoba	nil	1.1	1.2	0.7
Saskatchewan	0.4	1.0	0.7	0.3
Alberta	0.3	0.5	0.6	1.1
British Columbia	0.4	0.5	0.5	1.6

The federal government contributes towards construction costs for an equivalent two-lane facility under the percentage formula given in Part 1. Costs for the acquisition of right of way and for additional lanes beyond a two lane facility are the responsibility of the province and are not shareable by the federal government. Thus the actual costs to the provinces are not known.

4. Legislation provides a maximum federal contribution of \$825 million for work done to December 31, 1970. Contributions to the Provinces to June 30, 1970, amount to \$783 million leaving a balance of \$41.9 million available for work done by the completion date of the program.

with 5' or 6' doors, 6,992 cars with 8' doors, 45,610 Total. July 1, 1965, 35,965 cars with 5' or 6' doors, 8,833 cars with 8' doors, 44,798 Total. July 1, 1969, 30,658 cars with 5' or 6' doors, 8,585 cars with 8' doors, 39,243 Total.

Note: While figures have been included for cars with eight foot doors capable of handling grain it should be noted that these would not normally be used and that only very rarely would these cars be used in grain service.

Canadian National Railways: Company records are incapable of producing information concerning ownership of cars capable of hauling grain during past years. Listed below are figures of the highest and lowest number of cars in grain service for a four-year period:

	1969	1968	1967	1966
Low	9,200	9,400	10,200	9,700
High	14,000	13,002	13,000	12,600

As of June 1, 1970, Canadian National owned 26,713 boxcars and 3,582 covered hopper cars capable of hauling grain. It should be noted that in terms of capacity the covered hopper type car is equivalent to one and one-half boxcars.

BOXCARS

Question No. 1,931—Mr. Sulatycky:

How many boxcars of each type suitable for hauling wheat did Canadian railroads own in 1955, 1960, 1965 and 1969?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): The Canadian Transport Commission advise as follows: Canadian Pacific: March 1, 1955, 39,853 cars with 5' or 6' doors. April 1, 1960, 38,618 cars