

Questions

for the year 1959 at Radville and Avonlea were \$115,896 and \$119,050 respectively.

C.N.R. EARNINGS AT AVONLEA, SASK.

Question No. 241—Mr. Watson (Assiniboia):

What was the total revenue earned by the Canadian National Railways at Avonlea, Saskatchewan for each of the years 1958, 1959, 1960, 1961, 1962, and 1963?

Mr. Pickersgill: See answer to question No. 240.

HOURS OF WORK OF C.N.R. EMPLOYEES

Question No. 281—Mr. Gauthier:

1. Are C.N.R. train employees ever compelled to work 16 hours a day and, if so, are overtime benefits paid after eight hours?

2. Do these employees enjoy the holidays recognized by other associations in this country?

3. Are any of the stations on the Chambord-Dolbeau line open when the train comes through on Sunday mornings and, if not, has the company made any inquiry concerning the possible loss of passenger business by the C.N.R. as a result of this lack of service?

[Translation]

Answer: The management of Canadian National Railways advise as follows:

1. Running trades employees in road service cannot be completed to work over 12 hours. The men are sole judges of their condition and may advise a dispatcher with at least one-hour notice of their desire to take rest after 12 hours on duty. Their pay is based on mileage or hours, whichever is greater, for any one tour of duty, and any overtime is paid on this basis in accordance with the terms of the wage agreements.

2. Statutory holiday provisions are not contained in the collective agreements for running trades employees in road service on any major railroads on the North American continent. However, statutory holiday conditions for daily-rated yard employees are comparable to those of other industries.

3. Yes.

[Text]

QUEENSWAY, OTTAWA—FEDERAL CONTRIBUTION

Question No. 289—Mr. Smith:

1. What total financial or equivalent contribution is the government of Canada required to make to the construction of the Queensway in the national capital area?

2. To the 31st of December, 1963, what contribution has been made by the government or any of its agencies?

3. To the 31st of December, 1963, what has been the total amount expended by all governments, federal, provincial and municipal, upon the planning and construction of the Queensway?

4. In what stages is the Queensway being constructed?

5. Of course, what stages have been completed?

6. What is the target date for completion of the other stages?

7. When is it anticipated that the whole project will be completed?

8. Have there been any discussions between the government of Canada or any of its agencies, and

[Mr. Pickersgill.]

the government of Ontario or the corporation of the city of Ottawa for the purpose of endeavouring to expedite the completion of this project?

Mr. Deschatelets: 1. Canada, through the Department of Public Works, contributes to the cost of the Queensway on the basis provided for in trans-Canada highway agreement which is 50 per cent of the equivalent cost of constructing a two lane highway. Canada's contribution, through the Department of Public Works, is presently estimated at \$7 million.

Canada's contribution through the national capital commission is the land for the right of way of the Queensway, part of which is a former Canadian National Railway right of way crossing Ottawa from west to east, acquired as a result of a comprehensive railway relocation scheme—no value is placed on this former right of way—together with the additional lands required to widen the former railway right of way to a maximum width of 180 feet. The cost of the land required for the widening is estimated at \$5 million. Further, the national capital commission is to landscape the right of way, approaches, exits, ramps and interchanges at an estimated cost of \$450,000. The national capital commission will also maintain the landscaping of the right of way at an estimated annual cost of \$35,000.

The extent of Canada's total financial contribution will not become definite until the design and construction of all stages has been completed.

2. Department of Public Works, \$4,917,943; national capital commission, \$4,529,000 for the lands required for the widening of the former right of way, \$348,000 for landscaping construction and \$4,000 for maintenance of landscaping.

3. Shareable cost as provided for in the trans-Canada highway agreement, \$9,835,886; national capital commission, \$4,881,000 as shown in 2 above. The federal government has no record of the non-shareable costs incurred by the provincial and municipal governments.

4. Stage I, Rideau river to east city limits; stage II, west city limits to Carling avenue; stage III, Carling avenue—O'Connor street; stage IV, O'Connor street—Rideau river.

5. Stages I and II.

6. Stage III, the section of stage III from Carling avenue to Bronson avenue should be open in May 1964. The section from Bronson avenue to O'Connor street by the fall of 1964.

Stage IV, the section of stage IV from O'Connor street to Metcalfe street will be open in the fall of 1964. On the section from Metcalfe street to the Rideau river, final design to contract stage is not complete and