

Questions

night sitting; else we are likely to start sitting on Sunday afternoons. Since the government puts its foot in the noose it can call itself lucky that sometimes the opposition is there to take it out.

I hope this will be the last time we have to sacrifice not only the Easter recess but also Wednesday nights, as this seems to be becoming a habit of the government, seeking 24 hour sittings and getting nowhere with them. We have a lot of estimates to pass and, as the hon. member for Burnaby-Coquitlam pointed out, their presentation has been delayed to the last minute so they can be pushed through in one block and the opposition will have opportunity to say very little on them. I would ask the government to take this under consideration and arrange to have the Easter holiday at the same time as everybody else in the country, and the same applies to Christmas.

Mr. Speaker: Order. By agreement it is ordered that this house do sit from eight to ten o'clock this evening.

Mr. Peters: I hope you will point out, sir, with the caveat the government has given, that the labour estimate will be brought forward at that time if it has not already been called.

Mr. Jorgenson: And, Mr. Speaker, could we have an assurance from the hon. member for Timiskaming (Mr. Peters) and the hon. member for Skeena (Mr. Howard) that they will not block the passage of this?

Mr. Howard: The last thing I have to do is concern myself with asinine questions like that.

[Later:]

On the orders of the day:

Mr. Donald MacInnis (Cape Breton South): Mr. Speaker, I have a question for the Minister of Labour. Did the urgency in regard to replenishing the U.I.C. fund arise overnight Monday?

Hon. A. J. MacEachen (Minister of Labour): No, Mr. Speaker. As I have stated already, the government indicated the necessity for this action in the item in the supplementary estimates; that is, that it would be required for the current fiscal year. The forecast of the commission was quite clear.

Mr. MacInnis: A supplementary question, Mr. Speaker. The minister said that the urgency was indicated in the supplementary estimates, which were placed before the house quite some time ago. Nevertheless the urgency of this matter had to be drawn from the Minister of Labour by way of questions on

this particular subject yesterday after the matter was brought to his attention.

Some hon. Members: Question.

Mr. Speaker: Order. What is the hon. member's question, please?

Mr. MacInnis: The matter was brought quite clearly to the minister's attention on Monday evening.

Some hon. Members: Order.

Mr. MacInnis: Why, then, was it necessary to draw information from the minister on Tuesday by way of questions?

QUESTIONS

(Questions answered orally are indicated by an asterisk.)

GROS CACOUNA, QUE.—WORK ON SEAPORT

Question No. 143—**Mr. Gendron:**

What progress is being made with respect to the surveys and works undertaken at the seaport at Gros Cacouna?

[Translation]

Answer: Preliminary technical work is nearly completed and the department will soon be in a position to prepare plans and specifications.

[Text]

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

Question No. 240—**Mr. Watson (Assiniboia):**

What was the total revenue earned by the Canadian National Railway at Radville, Saskatchewan for each of the years 1953, 1959, 1960, 1961, 1962, and 1963?

Mr. Pickersgill: The management of Canadian National Railways advise as follows:

On branch lines, the revenues derived from traffic originating at stations where no agent is located are reported through the first agency station through which the traffic passes. Such is the case at Radville and Avonlea, which are agency stations located on the Weyburn and Avonlea subdivisions respectively. As a result, available earning figures for those two stations include revenues derived from several other stations and are not representative of actual earnings derived from traffic originating at either point. To produce the requested information would involve considerable time and expense. However, when a study is undertaken preparatory to the filing of an application for abandonment of any line, it is necessary to extract actual earnings for each station. In connection with applications filed with the board of transport commissioners for the abandonment of the Weyburn and Avonlea subdivisions, it was necessary to determine the actual earnings of each of the stations on those lines, and the revenues