

(Text)

Mr. D. L. MACDONALD (*National Capital Commission*): Mr. Chairman, this is a fairly complicated number of figures that I have before me to put before you. With the permission of the committee I would like to handle it by first giving the National Capital Commission's total cost of the project, and then the figures indicating the market value of the lands as distinct from the values which were used. And then we have figures of the contributions to the project by the National Capital Commission, the Canadian Pacific Railway, and Canadian National Railways, and what the purpose is. Is that the information you wish?

The CHAIRMAN: Yes.

Mr. MACDONALD: The total cost to the National Capital Commission is \$22,425,000 for construction.

The CHAIRMAN: It is for the construction of what? Would you make that clear?

Mr. MACDONALD: It is for the construction of the following items: the Prescott subdivision and grade revisions, \$3,900,000; the new railway station with its ancillary buildings, \$6,500,000; the Walkley road yards, \$4,200,000; merchandise terminals at Hurdman's bridge, \$2,000,000; necessary communications with which to operate these railways, and telecommunications, \$1,500,000; track connections, \$800,000; signal system, \$3,000,000 and the various overpasses in the Hurdman's bridge area, \$425,000. As well there are payments to the Canadian National Railways for the Union station in the sum of \$2,900,000; running rights on the Beechburg subdivision, \$950,000; and for land between the Rideau River and Rideau street, comprising approximately 78 acres, including some land leases from the crown, \$1,600,000.

Mr. CARON: Is that included in the \$30 million?

The CHAIRMAN: That is included in the \$22 million.

Mr. MACDONALD: That makes a grand total of \$27,875,000.

Mr. CARON: The first figure you gave us was \$22,425,000.

Mr. MACDONALD: Yes.

Mr. CARON: And this is another \$27 million?

Mr. MACDONALD: I am sorry that I was not clear. The \$22,425,000 included the amount for construction which I itemized as being the Prescott subdivision, the railway station, the Walkley yards, merchandise terminals, telecommunications, track connection, signal system, and overpasses at Hurdman's bridge.

These payments to Canadian National Railways made the difference and brought the total up to \$27,875,000. The values of the lands being acquired from Canadian National Railways and the Canadian Pacific Railway on the basis of their market value are as follows: Railway rights of way which we have received from the Canadian Pacific Railway and comprising 155 acres total \$7,260,000. These lands are located on the right of way from Bell's Corners to LeBreton flats, which is the railway line running along the Ottawa river. Then the Sussez street line from Bank street and including lands opposite the National Research Council, namely 44 acres, and some land from the Rideau River to Mann avenue. This is the approach to the present station, and also from the present station to Brewery creek in Hull; that is across the bridge, and to the station in Hull. These properties total \$7,260,000, at a good conservative market value estimate.

Railway rights of way being received as part of this over-all transaction from the Canadian National Railways comprise 217.49 acres; these include 100 acres being the former cross-town track and these have already been constructed and the Queensway, and additional land for the Pretoria bridge of some