

4. (a) To what company was the contract awarded (b) what was the amount of the contract?

5. What elements, beyond the 1,500 feet of fencing on the land perimeter, are included in the contract?

6. What provisions are made for security on the sea perimeter?

7. Were the estimates submitted by all bidders verified by the Public Works Quantity Surveyor?

8. (a) Does the contract include enlarging the parking lot and whose area is being reduced by the new fencing (b) what plans are there for enlarging the parking lot and the garden area?

Hon. Jean-Eudes Dubé (Minister of Public Works): 1. Yes, a contract was awarded for a standard fence to parallel existing so that the institution can be used for medium security inmates.

2. (a) Award was made as a result of selected invitation method in order to meet an urgent need to provide more secure accommodation as established by T.B. Minute No. 723554. (b) (i) There was no advertising in journals. (ii) One bid was received (five invited to tender).

3. The only bid offered was accepted.

4. (a) The contract was awarded to K.C. Johnson Ltd., Victoria, British Columbia (b) The amount of the contract was \$115,826.

5. The elements are: Fence length about 1,000 feet, about 40 feet of sea wall, land levelling and grading (rock blasting) for fence construction.

6. For further security on the sea ends of the fence and land connection, raised guard posts are slated to be contracted soon to overlook the ends of the fence. Elsewhere, vehicle and foot patrols will guard the sea perimeter of the peninsula.

7. The bid was in line with Public Works estimate.

8. (a) The contract does not include enlarging of the parking lot which is being reduced because of the land need for the fence. (b) The institution, with its own labour force, will enlarge the parking lot and garden.

**TRANSPORT—CHARTER OF LIBERIAN REGISTERED VESSEL
"MESIS"**

Question No. 492—Mr. Rose:

1. Where and for how long was the Liberian Registered Vessel *Mesis* out of service before it was chartered to haul grain?

2. Who chartered the vessel, for what destination and at what price?

3. What was the usual cargo of the *Mesis* before it was chartered for grain?

4. Who paid for the cleanup and grain refit of the *Mesis*?

5. What was the contract cost of cleanup and repair?

6. What is the usual contract price of vessel for equivalent cargo?

7. Was the *Mesis* the vessel required to post a \$50,000 bond as a result of a bunker oil spill at Vancouver's Lynn Terminals, February 14, 1974?

8. What was the reason for the *Mesis* being at Lynn Terminals, a lumber terminal, when its cargo is expected to be grain, and for how long is it expected to remain at Lynn?

9. What are the daily docking charges at Lynn Terminals?

Mr. Joseph-Philippe Guay (Parliamentary Secretary to Minister of Transport): 1. S.T.S. *Mesis* was out of service from January 18, 1974, until March 6, 1974. The vessel arrived at Vancouver at 15:30 on January 30, 1974 and commenced loading grain at 08:20 on March 6, 1974.

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2. The S.T.S. *Mesis* is owned by Transports Intermares Armadora S.A. of Liberia and is on a time charter to Embiricos Shipping Agency Ltd. of London England. The vessel was chartered by the Bangladesh Shipping Corporation on January 18, 1974, through their agents, R.G. Shaw Ltd., London England from Embiricos Shipping Agency Ltd. to carry 33,000 metric tons of grain, 5 percent up or down, purchased by the Bangladesh Government from the Canadian Wheat Board, at a charter rate of U.S. \$34 per metric ton, for discharge in Chittagong and/or Chandler.

3. Normal cargo is bulk heavy oil.

4. All costs paid by Embiricos Shipping Agency Ltd., London, England.

5. Canadian agents, Empire Shipping Ltd., are unaware of the contract cost because the contract was handled directly by Embiricos Shipping Agency Ltd.

6. The usual contract price of cleanup and repair varies according to the degree of sediment, scale and general condition of the compartments. The price usually ranges from \$10,000. to \$15,000. but has been known to go as high as \$125,000.

7. S.T.S. *Mesis* was charged in court on March 19, 1974, and posted two bonds, \$25,000. for the criminal charge and \$11,000. for the civil charge.

8. The vessel was moored at the lay by berth for cleaning tanks and fitting for the carriage of grain. Vessel commenced loading grain at 08:20 on March 6, 1974, and sailed at 14:00 on March 19, 1974.

9. The maximum daily docking charge is 60 cents per foot per 24-hour day.

**NUMBER OF MILES OF TRACKS OWNED BY RAILWAY
COMPANIES**

Question No. 515—Mr. Boisvert:

How many miles of track do the railway companies own in (a) Canada (b) the Province of Quebec?

Mr. Joseph-Philippe Guay (Parliamentary Secretary to Minister of Transport): (a) 44,025; (b) 5,324.

IMMIGRATION STATISTICS

Question No. 520—Mr. Stackhouse:

1. How many landed immigrants were admitted to Canada in each year 1973, 1972 and 1971?

2. What was the breakdown by origin of country for each such year?

Mr. Mark MacGuigan (Parliamentary Secretary to Minister of Manpower and Immigration): 1 and 2. The information requested is contained in "Immigration Statistics" which is published annually and available from Information Canada or the Department of Manpower and Immigration. It is also published on a quarterly basis and available from the Department of Manpower and Immigration.