

## Questions

CONSTRUCTION OF PENAL INSTITUTION,  
SPRINGHILL, N.S.Question No. 2,265—**Mr. Coates:**

1. What are the names of the subcontractors who will be associated with Foundation Maritime Limited in the construction of the young offenders penal institution at Springhill, N.S.?

2. What is the target date for the initiation of construction of this institution?

3. Is there a completion date included in the contract with Foundation Maritime Limited and, if so, what is the date?

4. Is there a specification with regard to the use of local labour by the contractor and subcontractors in the construction of this institution, and what method will be used in the employment of individuals in the construction of the institution?

**Hon. J. P. Deschatelets (Minister of Public Works):** 1. The subcontractors listed in the tender form are: Precast and prestressed concrete, Schokbeton Quebec Inc., Montreal; architectural and precast concrete, Schokbeton Quebec Inc., Montreal; aluminum windows, Robert Mitchell Co., Montreal; security hardware and metalwork, Chubb-Mosler-Taylor, Brampton, Ont.; kitchen equipment, Rideau Aluminum, Ottawa; laundry equipment, Canadian Laundry Ltd., Montreal; roofing, Tosco Co., Halifax; structural steel, Canada Iron, Dartmouth; water storage tank, Steen, Halifax; plumbing, Steen Mechanical Contractors, Halifax; heating and ventilation, Steen Mechanical Contractors, Halifax; electrical, Canadian Comstock, Dartmouth.

2. The award of the contract was confirmed to Foundation Maritime Limited by letter dated November 9, 1964, in which they were instructed to have the work commenced immediately.

3. May 9, 1966.

4. The general conditions of the contract require the contractor to employ labour from the locality of the work to the extent to which it is available and consistent with proper economy and expeditious carrying out of the work. The contractor is to use the offices of the national employment service in the recruitment of workers wherever practicable.

## WHARF CONSTRUCTION, TIDNISH, N.S.

Question No. 2,266—**Mr. Coates:**

Is consideration being given by the Department of Public Works to the construction of wharfage facilities at Tidnish, N.S.?

**Hon. J. P. Deschatelets (Minister of Public Works):** No.

## IRISH MOSS PLANT, MIMINEGASH, P.E.I.

Question No. 2,280—**Mr. Macquarrie:**

1. When is it intended to commence development of an Irish moss plant at Miminegash, P.E.I.?

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2. Has the government received representations against locating this plant at Miminegash and, if so, from whom?

3. What reasons prompted the transfer of this project from the Atlantic development board to the Department of Fisheries?

**Hon. H. J. Robichaud (Minister of Fisheries):** 1. Plans for the development are already well advanced.

2. No.

3. The scale and nature of the proposed operation has been broadened from its original conception. The control and operation of the type of experimental plant now planned is regarded as properly the concern of the Department of Fisheries.

## AIR CANADA FLIGHT CHANGES

Question No. 2,282—**Mr. Martin (Timmins):**

1. Has Air Canada flight 653 been rescheduled 45 minutes later and, if so, for what reasons?

2. Has Air Canada flight 275 (Ottawa to Toronto) been rescheduled 20 minutes earlier and, if so, for what reasons?

3. Has Air Canada flight 657 been rescheduled 10 minutes earlier and, if so, for what reasons?

4. Has Air Canada flight 241 (Ottawa to Toronto) been rescheduled 30 minutes later and, if so, for what reasons?

5. Has Air Canada flight 237 (Ottawa to Toronto) been cancelled and, if so, for what reasons?

6. Has Air Canada flight 253 been rescheduled 35 minutes earlier and, if so, for what reasons?

7. Has Air Canada flight 259 been rescheduled 40 minutes earlier and, if so, for what reasons?

8. Has Air Canada flight 262 been rescheduled 35 minutes earlier and, if so, for what reasons?

9. Have Air Canada flights 354 and 356 been cancelled and, if so, for what reasons?

**Mr. Jean-Charles Cantin (Parliamentary Secretary to Minister of Transport):** The management of Trans-Canada Air Lines advise as follows:

Parts 1 to 9—Air traffic volume in the winter months is traditionally less than the preceding summer, necessitating cut-back in schedules on certain routes.

The various flights mentioned were rescheduled when winter schedules became effective October 25. The reason for minor changes in time was to maintain connections with other flights, or due to economical utilization of aircraft or ramp staff at the terminals Montreal, Ottawa and Toronto.

To improve passenger service between Toronto and Ottawa, Viscount flights 354 and 356 were replaced by Vanguard flight 672. From Ottawa to Toronto, Viscount flights 237 and 307 were replaced by Vanguard flight 671.

## AIR CANADA AIRCRAFT

Question No. 2,288—**Mr. MacRae:**

1. What is the number of aircraft now owned by Air Canada?