

Questions

2. Has Taylor Woodrow Canada Ltd. begun negotiations with the exhibition authorities with regard to the construction of a monorail?

3. Have other companies also undertaken such negotiations and, if so, which companies?

4. Will the Taylor monorail be financed by French interests and, if so, who are they?

5. Who would own such a monorail?

6. Who would control the monorail for the exhibition corporation?

7. Have tenders been invited for the construction of a monorail by the exhibition corporation and, if so, have any tenders been received to date and from whom and for what amounts?

[Translation]

Mr. Sharp: 1. Consideration is being given to the use of a monorail. However, no decision has been made to date.

2. Discussions have taken place with Taylor Woodrow, and others as a result of a public tender called for mass transit system, which was advertised internationally, which tenders were received on April 22.

One of the bids submitted was by Janin, Bédard-Girard with Taylor Woodrow as their subcontractor.

3. The C.C.W.E. has not entered into any contract negotiations with any company to date. Among the bidders who submitted tenders for the design and construction of a mass transit system, the following have submitted prices for the whole or part using monorail: Hawker Siddeley Canada Limited; Janin, Bédard-Girard, Joint Venture; Dufresne Engineering Company Limited; C. A. Pitts, Mechanical Handling System, Joint Venture.

4. Taylor Woodrow Canada Limited have a commonwealth franchise for Safege Monorail as designed by Safege Transport of Paris.

5. Industry has been invited to submit proposals for the supply and operation of monorail and other systems for secondary transportation on a concession basis. Several propositions have been received and are under study.

To date it has not been decided—(a) that a monorail would be a part of the exhibition; (b) that such a system would be better operated as a concession or purchased by the C.C.W.E. and subsequently sold.

6. This question has been answered under No. 5.

7. Tenders were called for the design and construction of the "mass transit system" on February 24, 1964 on the basis of plans and specifications prepared by Dillon Associates, consulting engineers to the C.C.W.E.

These specifications were of a broad nature and did not limit the type of system that could be proposed.

Basic criteria were as follows: (a) A primary system capable of transporting 30,000 people per hour from the island of Montreal to the exhibition site; (b) five secondary systems

ranging in volume from 8,500 to 10,000 people per hour to provide inter-exhibition area transportation.

Tenders submitted included the use of monorail and other systems.

Of the six transportation alignments, bidders were permitted to submit prices on all or any of these with no limitation on type of system. Due to the broad range of systems proposed, concession propositions and potential salvage values, the bid prices shown on the tender abstract annexed hereto do not necessarily reflect a true comparison of the various bidders.

These bids are under intensive assessment and scrutiny at this time and have to date involved discussions with some of the bidders.

[Text]

TECHNICAL AND VOCATIONAL TRAINING ASSISTANCE TO NOVA SCOTIA

Question No. 1,173—Mr. Armstrong:

1. Under what statutes is financial assistance given to the province of Nova Scotia for the purpose of technical and vocational training?

2. What amounts were provided under each of these statutes in the financial year ended March 31, 1964?

3. What technical or vocational school buildings in the province have been constructed or acquired for use with these funds?

4. What subjects are taught, and in the case of each subject, at which schools is training in that subject available?

Mr. MacEachen: 1. The Technical and Vocational Training Assistance Act, December 20, 1960 and amended December 5, 1963.

2. \$4,728,047.21.

3. Cape Breton county vocational high school, Sydney, new building; Cumberland county vocational high school, Springhill, new building; Halifax county vocational high school, Halifax, addition to existing school; Kings county vocational high school, Kentville, new building; Pictou county vocational high school, New Glasgow, new building; Yarmouth county vocational high school, Yarmouth, new building; Interprovincial trades school for the deaf, Amherst, new building; Nova Scotia agricultural college, Truro, operational costs; Nova Scotia college of art, Halifax, operational costs; Nova Scotia fisherman's training centre, Pictou, equipment and operational costs; Nova Scotia institute of technology, Halifax, new building; Nova Scotia land survey institute, Lawrencetown, equipment and operational costs; Nova Scotia marine engineering school, Halifax, equipment and operational costs; Nova Scotia marine navigation school, Halifax, equipment and operational costs; Nova Scotia trades schools, North Sydney and Stellarton, equipment and operational costs.

4. Courses offered as of March, 1964.