

Questions

3. How many of these persons were recruited from foreign countries?

4. If any, from what countries were persons recruited, and how many from each country respectively?

Hon. Gérard Pelletier (Secretary of State):

1. 515 as at 1st February, 1969.

2. (a) 348, includes interpreters; (b) seven, one superintendent, one assistant superintendent, five directors.

3. 12.

4. 11 in France; one in Switzerland.

FEDERAL TRANS-CANADA HIGHWAY CONTRIBUTIONS

Question No. 1,292—Mr. Lambert (Bellechasse):

Since 1960, has the federal government contributed financially to the construction of the Trans-Canada Highway and, if so (a) what was the financial contribution of the federal government for the years 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967 and 1968 (b) for work done in the Province of Quebec (c) what is the percentage of this contribution as compared to the total cost of the work?

Hon. Arthur Laing (Minister of Public Works): Yes,

Fiscal Year	Trans-Canada Highway Total Federal Contributions	
	All Provinces	
1960-61	\$48.7 million	
1961-62	36.5 "	
1962-63	29.2 "	
1963-64	39.2 "	
1964-65	76.1 "	
1965-66	83.4 "	
1966-67	81.0 "	
1967-68	64.7 "	

Fiscal Year	Trans-Canada Highway Total Federal Contributions to Province of Quebec	
	1960-61	\$ —
1961-62	2.7 million	
1962-63	9.6 "	
1963-64	8.0 "	
1964-65	32.0 "	
1965-66	33.5 "	
1966-67	41.8 "	
1967-68	22.1 "	

(c) A considerable portion of the Trans-Canada Highway in the Province of Quebec is of multi-lane construction. Canada shares only in an equivalent two-lane facility and does not share the right-of-way acquisition

[Mr. Diefenbaker.]

costs. Therefore, the total cost to the province is not known to us and percentages cannot be struck.

SUPPORT SHIPS H.M.C.S. "PROTECTOR" AND "PRESERVER"

Question No. 1305—Mr. Dumont:

1. How many companies submitted tenders in connection with the construction of the two operation support ships, the HMCS *Protector* and *Preserver*?

2. What was the amount of the tender accepted, what company submitted it and how does it compare to other tenders received?

3. What was the estimated cost of the two ships included in the original contract given to the successful bidder and did these prices include sales tax?

4. What are the prices of the contract at the present time?

5. If the prices have been increased, what factors contributed to their increase and what are the amounts involved?

6. What is the estimated price to be paid the bidder who was awarded the contract after the ships have been completed?

7. What were the delivery dates for each ship as stipulated in the contract, is there any change in these dates and, if so, what are the anticipated new delivery dates?

[Translation]

Hon. Donald C. Jamieson (Minister of Defence Production): 1. Two companies.

2. The contractor selected, Saint John Shipbuilding and Dry Dock Co. Ltd., tendered a price of \$46,451,432.00 plus escalation on material. Davie Shipbuilding Co. Ltd. submitted a price of \$51,784,475.00 plus escalation on material.

3. \$47,618,486.00, federal sales tax included, for the two ships.

4. \$50,186,650.00.

5. Factors contributing to increase: Design Changes \$1,718,615.00; Federal Sales Tax \$386,130.00; material for interior communication system \$331,174.00; labour escalation \$132,245.00.

6. It is not possible to state precisely the final amount to be paid the contractor as design changes could occur between now and final delivery especially during the period of trials. However, it is anticipated that the approved budget of \$53 million will be maintained.

7. June and November, 1969. Dates have been changed to September, 1969, and February, 1970. It is anticipated the new delivery dates will be maintained or improved.