

(Charolais) from continental Europe rather than the United Kingdom, which would involve longer periods of quarantine under more stringent conditions to ensure that these cattle would be free from hoof and mouth diseases.

Because of incomplete information received from the Department of Agriculture and the fact that the Department of Agriculture officials had stated that the shipment date of these cattle from France had been advanced, the Department of Public Works had to initiate a crash program to have this station ready by October 1, 1965 to receive these cattle, not only ready to receive them but also be absolutely sure that no contamination could be carried away from Grosse-Ile.

The usual procedures including the calling of public tenders could not be followed because of the time element. After changes and amendments to plans and structures the costs jumped from an estimated \$270,000 to the final payment to the contractor brought the cost to \$537,000.

In November 1965 Treasury Board approval had been obtained to amend the contract to \$212,000 to provide for necessary electrical and mechanical work as well as an additional unanticipated expense of \$52,000 for gravel back fill and in April 1966, after the work had been completed, the Department of Public Works obtained Treasury Board approval to make the final payment of \$537,000.

In 1966 when the Department of Agriculture requested the Department of Public Works to arrange for the construction of facilities which would double the capacity of the quarantine station, this project was completed at a final cost of \$360,000. In this instance tenders were called by public advertisement.