

ANSWERS TO QUESTIONS

The following answers, deposited with the Clerk of the house, are printed in the official report of debates pursuant to standing order 39:

CORNWALL HIGH LEVEL BRIDGE—WORK ORDERS, ETC.

Question No. 379—Mr. Argue:

1. Were any work orders issued in connection with the main contract for construction of the substructure for the south channel high level bridge at Cornwall, Ontario, by the St. Lawrence seaway authority?

2. If so, what was the number of orders, the date of each, the name of the official authorizing and signing each, the value of each, and the nature of such orders?

3. Was any change in tender price accepted by the St. Lawrence seaway authority for construction of the substructure after the contract was signed?

4. If so, what was the date of each change, the name of the official authorizing it, the reason for it, and the actual amount?

5. What is the actual number of work orders, which have been issued for remedial work in connection with the substructure of the Cornwall high level bridge, the date of each order, the value, the name of the official signing each, and the purpose of each?

6. What is the total actual cost of remedial work on the substructure of the Cornwall high level bridge as of April 1, 1960?

7. What is the total actual amount unpaid on this contract for the substructure as of April 1, 1960, and amounts unpaid on (a) the prime contract; (b) extras in connection with the main contract; (c) remedial work, and the reason for non-payment on each category?

Answer by: **Hon. George H. Hees (Minister of Transport):**

The St. Lawrence seaway authority advises as follows:

1. Yes.

2. Five—as follows:

No. 1, dated December 29, 1956, providing for the substitution of 75-ton capacity "Franki" caisson piles at \$15 per lineal foot for the 50-ton cast-in-place piles specified at the contract unit price of \$10 per lineal foot. Because of a reduction in quantity from an estimated 7,000 lineal feet to 4,667 lineal feet, there was no change in total cost.

No. 2, dated August 18, 1958, providing for the supply and installation of rigid struts between the upstream and downstream

cylindrical shafts of each main pier to assure their stability during the 1957-58 winter season before the stabilizing effect of the steel tower weight and its bottom strut had been added. Value at cost plus 10 per cent—\$5,435.28.

No. 3, dated November 12, 1958, providing for the removal costs of trestlework damaged beyond repair during winter of 1957-58 when left in place for the performance of remedial work on the main piers. Value at cost plus 10 per cent—\$47,140.28.

No. 4, dated March 5, 1959, providing for the refinishing of the bearing surfaces on approach piers Nos. 1, 2, 3, 5, 7, 10 and 20 as required to suit changes in the specified elevations and the relocation of anchor bolts in approach piers Nos. 1, 3, 4, 16, 21, 23 and 24 to suit revisions to the contract plans. Value at cost plus 10 per cent—\$10,649.22.

No. 5, dated April 1, 1959, providing for a change in detail of the upper portion of the north abutment. Value \$3,239.50.

All work orders were authorized by the authority and signed by the chief engineer and the president, as stipulated in the contract.

3. Yes, as covered by work order No. 1 referred to in answer 2.

4. Answered by 2.

5. One, work order No. 3, referred to in answer 2. (Another formal order covering remedial work to the main piers is to be issued.)

6. Estimated \$335,402.20. (by contractor \$228,218.81; by authority \$107,183.39).

7. \$190,488.80 (estimated); (delayed pending negotiations of final quantities and extra work)

(a) Overpaid \$2,953.95;

(b) \$12,364.22 (work order No. 4—\$10,649.22; work order No. 5—\$1,715.00).

(c) \$181,078.53 (estimated).

GRAHAM AIRPORT, EXPENDITURES AND LANDINGS

Question No. 410—Mr. Benidickson:

1. In each of the years 1957-58, 1958-59, 1959-60, what expenditures have been made at the Graham airport (a) of a capital cost nature; (b) for operation and maintenance?

2. How many landings have been made at the Graham airport in each of the above years?

Answer by: **Hon. George H. Hees (Minister of Transport):**