

Questions

DIRECT DEVELOPMENT BOARD GRANTS
TO INDUSTRY, N.S.Question No. 987—**Mr. Forrestall:**

1. Has the Atlantic Development Board ever been asked by the province of Nova Scotia to make direct grants to industry in that province?
2. If so, what was (a) the Atlantic Development Board's reply (b) the government's position?

Hon. J. W. Pickersgill (Minister of Transport): I am informed by the Atlantic Development Board as follows:

1. Yes.
2. (a) The board informed the premier of Nova Scotia that it was prepared to indicate to the minister that it endorsed the principle of direct grants but the application of this principle should be subject to arrangements being made which would be acceptable to both the federal and provincial governments. (b) It would not be desirable for the Atlantic Development Board to enter the field of direct grants, since the federal government was considering the desirability of amending the Area Development Incentives Act to include direct grants, and to extend the geographical area of the program.

CAPITAL GRANTS TO INDUSTRY, NOVA SCOTIA

Question No. 990—**Mr. Forrestall:**

1. Has the Atlantic Development Board at any time recommended to the government the advisability of special forms of capital grants to industry through existing instruments of the provincial government of Nova Scotia?
2. If so, what was the government's reply?
3. If so, when was such a request made?

Hon. J. W. Pickersgill (Minister of Transport): I am informed by the Atlantic Development Board as follows:

1. No.
2. N/A.
3. N/A.

BUILDING COLLAPSE, NORTH VANCOUVER

Question No. 996—**Mr. Winch:**

1. Was there a partial roof collapse, caused by a heavy snowfall in January, 1965, on a building or buildings at the North Lynn Marine Properties (North Vancouver)?
2. Was the cause of the collapse alleged to have been lack of sufficient shear reinforcement in concrete beams?
3. What firm originally held the contract for the construction of the buildings?
4. What firms tendered on the roof reconstruction at the North Lynn Marine Properties and what were the respective tender bids?

[Mr. Pickersgill.]

5. Was the bid of Fort Construction (1962) Ltd. higher than that of others who tendered and, if so, for what reason were they awarded the contract?

6. Was it the National Harbours Board (Ottawa) that let this contract?

Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport): The National Harbours Board advises as follows:

1. Yes.
2. Yes.
3. British Columbia Bridge and Dredging Co. Ltd.
4. Tenderer and amount: Reynolds & Pigeon Holdings Ltd., Richmond, \$380,000; Steel-Bilt Contractors Ltd., Port Coquitlam, \$473,010; Humphrey Construction Ltd., North Vancouver, \$488,768; Fort Construction (1962) Ltd., North Vancouver, \$499,800; Burns & Dutton Construction (1962) Ltd., Richmond, \$565,000; Western Building Limited, Richmond, \$599,829.

5. The three lower tenders were not submitted in accordance with the specifications and were therefore not acceptable. The fourth low tender, that of Fort Construction (1962) Ltd., was the lowest tender submitted in accordance with the requirements of the specifications and the contract was awarded to this company.

6. Yes.

POTASH SHIPMENTS THROUGH CHURCHILL

Question No. 1,022—**Mr. Korchinski:**

1. During 1965, to which countries was potash exported and what was the volume in each case?
2. Through which port was the potash shipped in each case?
3. Has any potash been shipped through the port of Churchill and, if so, what was the destination and tonnage?
4. Are there any plans for the extension of potash shipment through the port of Churchill?

Hon. Judy V. LaMarsh (Secretary of State): I am informed by the Departments of Trade and Commerce and Transport as follows:

- 1 and 2. Information requested is not available as export statistics of potash are not recorded separately.
3. No.
4. Not to our knowledge, although inquiries have been received as to available facilities at Churchill harbour for the handling of potash.