

## Questions

The tender call for Windsor park covered monthly inspection of all buildings and regular monthly treatments as required.

Bids were submitted as follows: Scotia pest control, \$150 per month; W. E. Mackie Ltd., \$175 per month; Braemer pest control, no quotation.

6. Shannon park, W. E. Mackie Ltd.; Windsor park, Scotia pest control.

## QUEBEC—JAIL INMATES RELEASED ON PAROLE

**Question No. 1,488—Mr. Matheson:**

In the province of Quebec from January 1, 1961, to date (a) how many penitentiary and jail inmates have been released on parole by the national parole board (b) what has been the rate of parole violation in comparison with the national rate (c) how many of the abovementioned parolees have been convicted while on parole of armed robbery and, of these (i) how many had served terms in federal penitentiary (ii) in provincial jails, and (iii) how many had never been in detention before (iv) had exceptions been made under the parole regulations and, if so, to what extent and, under what circumstances?

**Mr. Chevrier:** (a) From January 1, 1961 up to September 30, 1963, 1,610 inmates have been paroled from penitentiaries and provincial prisons in the province of Quebec.

(b) In 1961 the rate of parole violation in the province of Quebec was 11.22 per cent for that year, compared to a national average of 11.84 per cent. In 1962 the rate of violation for the province of Quebec was 11.35 per cent, compared to a national average of 12.18 per cent. We are unable to determine the parole violation rate for the first nine months of 1963, as the information is not yet available.

(c) Of the 1,610 parolees, 19 have been convicted of armed robbery, which is a violation rate for this particular type of offence of 1.18 per cent of the total number of parolees released. (i) Of these 19 parole violators, six had served a term in a federal penitentiary, and (ii) Seven had served a term in a provincial jail, and (iii) Six had never been in detention before. (iv) Exceptions to the parole regulations had been made in two of these cases. In both cases the men involved were in custody for the first time. One exception was to the extent of 12 days on a two year sentence, and the other exception was to the extent of two months on a 12 year sentence. The reason for both exceptions was that a job was available for them at that time, which would not have been available to them later.

## SLEEPING RESERVATIONS, C.N.R. OCEAN LIMITED

**Question No. 1,525—Mr. Muir (Cape Breton North and Victoria):**

Have any complaints been received by the Canadian National Railways in the last six months in regard to the inability to secure sleeping reservations on the Ocean Limited due to overcrowding and, if so, what remedial action is contemplated to eliminate the causes of these complaints?

**Mr. McIlraith:** The management of Canadian National Railways advises that it is not aware of any complaints. However, it is quite possible, due to the heavy travel on the Ocean Limited, that some patrons have been unable to obtain the type of space desired on the day they wished to travel. Effective October 27, the equipment and schedule of the Scotian have been improved to provide additional sleeping and dining car facilities between Montreal and Halifax.

## CONSTRUCTION OF SUGAR BEET REFINERIES IN EASTERN CANADA

**Question No. 1,546—Mr. Latulippe:**

Has the government any plans to stimulate the construction of sugar beet refineries in eastern Canada, particularly in the province of Quebec, in view of the present situation in the sugar market?

**Mr. Drury:** No. It is understood that the government of the province of Quebec is currently investigating this matter. No requests for assistance have been received from the province.

## ADEQUACY OF AIRSTRIP, ST. JOHN'S, NFLD.

**Question No. 1,549—Mr. Tucker:**

1. Have any studies been carried out to determine whether the existing airstrip and other facilities at St. John's, Newfoundland, are adequate to cope with weather conditions and increasing traffic and, if so, what is the nature of the report with regard to these studies?

2. Is any consideration being given to the planning of an additional airstrip in a different location to the one now being used?

**Mr. McIlraith:** 1. The most recent study indicates that the present runways will be adequate to satisfy any foreseeable operational requirement. Certain work, however, is planned to improve the taxiways and apron and consideration is being given to the provision of an instrument landing system on runway 11.

2. While some consideration has been given to the development of an airport at a different location, the matter is not being actively considered at the present time.

## CONVERSION OF HANGAR, WHITEHORSE AIRPORT

**Question No. 1,551—Mr. Nielsen:**

Is it the intention of the government to proceed with the proposed conversion of "A" hangar for terminal use at the Whitehorse airport (Yukon) and, if so, on what date is it intended to commence work on the project?

**Mr. McIlraith:** Because of the relatively little difference in estimated cost of construction of a new small air terminal building at Whitehorse as opposed to the earlier approved plan of rehabilitating a wartime hangar to serve as an air terminal, it has been decided to proceed with plans for a new building.