

Questions

ALASKA HIGHWAY CONTRACT

Question No. 340—Mr. Nielsen:

1. Did the government call for tenders for the clearing, grading and sub-base from approximately Mile 900 to approximately Mile 930 on the Alaska Highway in preparation for paving and, if so, what are the names of the contractors who submitted bids and the amount of each such bid?
2. Was the contract awarded to the lowest bidder?
3. Was the contract later renegotiated with the contractor and, if so (a) were public tenders invited before such renegotiation (b) what was the difference between the contractor's initial bid and the renegotiated price for the work?
4. What was the final amount paid by the government to the contractor for this work?

Hon. Arthur Laing (Minister of Public Works): 1. Yes, tenders were called on May 1, 1969, from Mile 909.2 to Mile 928.5.

Contractor	Amount
Nanaimo Bulldozing Co. Ltd.	\$ 961,584.00
Poole Engineering Co. Ltd.	1,023,822.00
Hirtz Bros. Construction Ltd.	1,153,361.00
General Enterprises Ltd.	1,241,351.24
Dawson Construction (Northern) Ltd.	1,257,299.00
Cattermole-Trethewey Contractors Ltd.	1,319,020.00
Peter Kiewit Sons Co. of Canada	1,407,536.00

2. Yes.

3. The original contract covered from Mile 909.2 to Mile 928.5. By the authority of Treasury Board Minute 691059 of July 30, 1969 the contract was extended to include from Mile 904.5 to Mile 909.2 at the same unit price for an estimated additional \$375,000.

4. The final amount paid was \$1,522,586.54, which includes \$186,002.54 consisting of overruns of estimated quantities paid at contract unit prices and minor contingency work paid for under the terms of the contract.

DEPARTMENT OF TRANSPORT—LAY-OFFS AND HIRINGS
BECAUSE OF USE OF COMPUTERS

Question No. 341—Mr. Robinson:

As a result of the use of computers by the Department of Transport how many employees have been (a) laid off (b) hired?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): As a direct result of the use of computers by the Ministry of Transport, there has been no staff lay-offs and 51 people have been hired.

DEPARTMENT OF TRANSPORT—MAN-HOURS SAVED BE-
CAUSE OF UTILIZATION OF COMPUTERS

Question No. 342—Mr. Robinson:

How many man-hours have been saved as a result of the utilization of computers by the Department of Transport during each year since computers have been used?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): No direct estimate is possible of the total number of man-hours that have been saved in the

[Mr. Duquet.]

Ministry of Transport as a result of the introduction of computers. This is due to the fact that the largest proportion of the comprehensive analysis of data done by electronic computers, both in the operational and statistical fields, could not have been tackled by manual or desk calculator methods.

VETERANS—DISABILITY PENSIONS

Question No. 357—Mr. MacRae:

1. As of October 31, 1970, how many veterans are in receipt of Disability Pensions?
2. Exclusive of the Attendance Allowance, how many veterans are in receipt of \$5,496 a year or more?
3. Were War Veterans Allowances increased in 1965 as stated in *Hansard* on page 624 of October 27, 1970?
4. What is the average amount received annually by War Disability Pensioners (exclusive of Attendance Allowance)?

Hon. Jean-Eudes Dubé (Minister of Veterans Affairs):

1. 131,636.

2. 97.

3. These increases were announced on November 10, 1964, and were incorporated into the War Veterans Allowance Act on June 10, 1965. Their effective date was September 1, 1964.

4. Pensions are paid in twenty different classes, depending upon the degree of disability. The annual liability stands at \$151,667,982. On this basis the average for all classes together, exclusive of attendance allowance, is \$1,110.

LIBERIAN TANKER "ARROW"—COST OF CLEAN UP
OPERATIONS

Question No. 376—Mr. Robinson:

1. Will the government consider the advisability of suing the owners of the Liberian tanker *Arrow*, Sunstone Marine S.A. of Panama, Aristotle Onassis, Imperial Oil Company and any others for the cost of the pollution cleanup?

2. Has the government been formally contacted by Imperial Oil for contribution towards payment of the company's expenditures for the cleanup operations resulting from the tanker *Arrow*?

3. Will the government be reimbursed through "TOVALOP" for the costs of the cleanup operation of the *Arrow*?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): 1. Law officers of the Crown and special Counsel are considering all avenues open to the Crown in the case of the Liberian tanker *Arrow* including the prospects of suing any person responsible at law for pollution cleanup costs.

2. No.

3. In part only, as recovery under "TOVALOP" is limited to recovery at a rate of \$100 (U.S.) per gross registered ton shareable on a pro rata basis between owner and government. "TOVALOP" is purely a voluntary scheme and the acceptance of payment thereunder by the government would constitute a bar to any other action.