

Order Paper Questions

2. No. The foam is a "qualified product" and manufactured in accordance with Canadian Government Specification Board Specification 28-GP-28. Laurentian Concentrates Limited is the only Canadian manufacturer for this particular type of foam and holds qualification approval to the governing specification. The contract was negotiated following a cost analysis by DSS of the company's pricing structure.

3. Not applicable.

SUPPLY AND SERVICES—CONTRACT FOR HAY

Question No. 1,990—**Mr. Reynolds:**

1. Was a contract awarded by the Department of Supply and Services in September 1973 to Lynn Reid, Alberta for a quantity of hay?

2. For what department was this purchase made and for what reason?

3. What was the cost?

Hon. Jean-Pierre Goyer (Minister of Supply and Services): 1. Yes.

2. Department of Indian Affairs and Northern Development. Feed for horses, deer and buffalo in the Banff National Park.

3. \$10,900.

SUPPLY AND SERVICES—COST OF MATERIALS HANDLING

Question No. 1,997—**Mr. Reynolds:**

1. How many dollars were spent by the Department of Supply and Services in the last fiscal year for employees responsible for materials handling?

2. What is the approximate number of persons working in this area?

3. What is the dollar value of inventory items in the Department's warehouses?

4. How many dollars in stock were issued in the last fiscal year?

Hon. Jean-Pierre Goyer (Minister of Supply and Services): In so far as DSS is concerned: 1. \$2,316,000 in fiscal year 1973-74. This covers the whole range of material handling functions within the stocked item supply activity.

2. 270 man-years was expended in support of the stocked item supply activity in fiscal year 1973-74.

3. \$7,521,000 as of March 31, 1974.

4. \$29 million for fiscal year 1973-74.

SUPPLY AND SERVICES—CONTRACT FOR TURBINE FUEL

Question No. 2,002—**Mr. Reynolds:**

1. Was a contract awarded to Imperial Oil, Ottawa, Ontario for the supply of approximately 17,500,000 gallons of turbine fuel at a cost of \$5,584,032 during the third week of May 1974?

2. For that same week was a contract awarded to British Petroleum Montreal for the supply of approximately 13,000,000 gallons of turbine fuel valued at \$5,559,100?

3. Was the fuel (a) under Part 1 to be delivered to British Columbia, Alberta, Saskatchewan and Manitoba (b) under Part 2 to be shipped solely to CFB Bagotville?

4. For what reason was Imperial Oil not contracted at the same per gallon price for fuels to be shipped to CFB Bagotville?

[Mr. Reynolds.]

5. In co-ordinating the purchase effort, can the Minister of Supply and Services explain his policy vis-à-vis the attainment of aviation fuel?

Hon. Jean-Pierre Goyer (Minister of Supply and Services): In so far as DSS is concerned: 1. A contract in the amount of \$5,584,832 was issued to Imperial Oil Limited on May 3, 1974 for the supply of an estimated 15,663,375 gallons of turbine fuel, and 1,700,000 gallons of grade 115/145 aviation gasoline. The news release covering the award of this contract was dated May 16, 1974.

2. The contract to British Petroleum Canada for 13 million gallons of aviation turbine fuel was issued May 3, 1974 in the amount of \$5,599,100. The value of the contract as shown in the English language version of the news release is in error. The correct figure appears in the French language version.

3. (a) Yes; (b) Yes.

4. Imperial Oil Limited was invited to tender for the supply of aviation turbine fuel for CFB Bagotville but declined because they were not in a position to quote on this requirement. The price per gallon of fuel varies with the destination and depends on such factors as transportation costs and method of delivery.

5. Competitive tenders are invited by geographical areas from all firms considered to be in a position to supply. On any annual requirements in excess of 500,000 gallons bids are invited on an f.o.b. refinery and f.o.b. destination basis in order that the transportation cost may be assessed. National Defence requirements usually require delivery of fuel to on-base bulk storage facilities on a call-up basis. Ministry of Transport requirements are for delivery on an into-plane basis. Tenders are invited and competitive bids obtained. Air crews present a company credit card to obtain delivery of fuel at the contracted price. A similar arrangement applies for RCMP and National Research Council aircraft.

RIDEAU CANAL

Question No. 2,172—**Mr. Cossitt:**

1. Does the government have plans to proceed with further mechanization of lock facilities on the Rideau Canal and, if so, what are such plans including (a) estimated costs involved (b) locations where work will be done (c) dates on which such work will commence?

2. Will the government take steps to see that the historic nature of the Rideau Canal is not destroyed in any way and, if so, what are all such steps?

Mrs. Iona Campagnolo (Parliamentary Secretary to Minister of Indian Affairs and Northern Development):
1. No.

2. Yes, by preservation and restoration of existing structures.