

tender form all the names of the subcontractors they propose using. A cost breakdown by work subdivision, as provided by the general contractor, is attached including the names of those trades which were required to be listed.

5 and 6. The contractual arrangements are directly between the Department and the general contractor. Consequently the matter of performance bonds and insurance for subcontractors is the sole responsibility of the general contractor.

Cost Breakdown by Trades	
Additions to Air Conditioning Equipment and Power to Computers, Data Centre,	
Tunney's Pasture—Contract CR-67-2732	
Ductwork and Equipment	\$17,150
Electrical	6,100
Air Conditioning	5,400
Cutting and Patching, Painting, etc.	2,800
Controls	850

#### FOOD SUPPLIES FOR BORDEN-CAPE TORMENTINE FERRY SERVICE

##### Question No. 1,228—Mr. MacLean:

1. What organization is responsible for the provision of meals for passengers travelling on the Borden-Cape Tormentine Ferry Service (a) on the ships (b) at the terminals?

2. Who is responsible for the purchasing of food supplies for these services?

3. Are tenders called for the supply of food?

4. Is any preference given to local suppliers of milk, vegetables, etc.?

5. Are instant mashed potatoes served on these car ferries and, if so, where are they manufactured?

6. Are Prince Edward Island potatoes available in the restaurants on these car ferries?

**Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport):** The management of Canadian National Railways advises as follows:

1 and 2. (a) Canadian National (b) A & W Drive-Ins (Fundy) Limited.

3. Yes.

4. Open orders are placed with suppliers on P.E.I. and supplies are ordered direct by the Chief Stewards on each vessel using price lists submitted by each firm.

5. Yes. They are manufactured by McCain Foods Ltd. of Florenceville, N.B., the only firm manufacturing this commodity in the Maritimes.

6. No. Because of the limitations of storage space, the varying numbers of persons using the catering facilities and the short duration of the trip it is more economical to use foods that require a minimum of storage space and handling. However, P.E.I. potatoes are used in providing meals for the crews.

#### Questions

##### REGIONAL DEVELOPMENT INCENTIVES ACT—APPROVED APPLICATIONS

##### Question No. 1,259—Mr. McGrath:

Since the inception of the Regional Development Incentives Act (a) by province, how many approved applications were made and accepted (b) by province, in how many locations were approved applications made and accepted, and which locations received more than one approved application (c) how many approved applications were made and accepted for new plants (i) the provincial sub-totals (ii) the total for Canada (d) what was the estimated capital cost for these new plants and what was the estimated value of the grants paid for these new plants (i) the provincial sub-totals (ii) the total for Canada (e) how many approved applications were for modernization and/or expansion of existing facilities (i) the provincial sub-totals (ii) the total for Canada (f) what was the estimated capital cost for the modernizations and/or expansion of existing facilities and what was the estimated value of grants paid for this modernization and/or expansion (i) the provincial sub-totals (ii) the total for Canada?

**Mr. Martin P. O'Connell (Parliamentary Secretary to Minister of Regional Economic Expansion):** To March 31, 1971: (a) Newfoundland, 17; Prince Edward Island, 15; Nova Scotia, 51; New Brunswick, 49; Quebec, 190; Ontario, 34; Manitoba, 72; Saskatchewan, 25; Alberta, 27; British Columbia, 11. (b) Newfoundland, 13—Stephenville, St. John's; Prince Edward Island, 9—Charlottetown, Summerside, Montague, Souris; Nova Scotia, 34—Oxford, Halifax, Dartmouth, Truro, Amherst, Sydney, Springhill; New Brunswick, 25—Moncton, Grand Falls, Saint John, Fredericton, Caraquet, Florenceville; Québec, 99—Shawinigan, Québec, L'Islet, Trois-Rivières, Louiseville, Mont-Joli, Lauzon, Coaticook, Sherbrooke, Granby, Drummondville, Waterloo, St-Romuald, Montmagny, Donnacona, Magog, St-Marc-des-Carières, Lac Mégantic, Cap-de-la-Madeleine, Beauport, Berthierville, Bécancour, Thetford Mines, St-Joseph-de-Beauce, Warwick, St-Henri-de-Lévis, St-Éphrem-de-Beauce, Sept-Îles, Victoriaville, St-Raymond, Plessisville, Carleton, Montréal, Rougemont, St-Laurent, St-Hubert. Ontario, 23—Blind River, Sault Ste. Marie, Hearst, Massey, Hoyle Twp., North Bay, Sudbury, Renfrew, Pembroke; Manitoba, 23—Selkirk, Winnipeg, St. Boniface, Souris, Gimli, Dauphin, St. James, Killarney; Saskatchewan, 9—Swift Current, Moose Jaw, Regina, Saskatoon; Alberta 13—Lethbridge, Medicine Hat, Brooks, Slave Lake; British Columbia, 10—Trail.

(c) and (d)

	No. Accepted	Capital Cost \$ (000's)	Incentive \$ (000's)
Nfld.	7	1,398	666
P.E.I.	7	1,848	619
N.S.	18	8,605	3,386
N.B.	27	14,721	8,584
Que.	97	174,780	42,813
Ont.	23	79,945	13,496
Man.	31	19,563	5,724
Sask.	15	13,115	3,897
Alta.	19	107,778	17,015
B.C.	5	1,190	373
Total			
Canada	249	\$422,943	\$96,573