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previous job experience and level of education. The most common levels of entry are: CR3, CR4, ST-SEC-3, AS1, AS5, and ES1. (c) The Marketing Services Branch evolved as the result of a major conceptual and organizational change in the Post Office, Marketing Directorate in April of 1974. Eighteen existing positions and the people in these positions were reorganized under Director of Marketing Services. Five positions were created and staffed in 1974 to fulfil the new role of the Marketing Services Branch. This made a total of twenty-three people. Since that time eight people have left the branch and they were subsequently replaced.

## EXPORTS OF COAL TO JAPAN IN 1974

Question No. 3,508—**Mr. Forrestall:**

Is the government aware of the cost in 1974 of shipping Canadian coal from Robert's Bank, British Columbia to Japan and (a) if so, what was it (b) if not, for what reason?

**Mr. Maurice Foster (Parliamentary Secretary to Minister of Energy, Mines and Resources):** The Department of Energy, Mines and Resources reports as follows: see reply to question No. 3,511.

## EXPORTS OF MINERAL ORE AND CONCENTRATES TO JAPAN IN 1974

Question No. 3,511—**Mr. Forrestall:**

Is the government aware of the cost in 1974 of shipping Canadian mineral ore and concentrates to Japan and (a) if so, what was it (b) if not, for what reason?

**Mr. Maurice Foster (Parliamentary Secretary to Minister of Energy, Mines and Resources):** The Department of Energy, Mines and Resources reports as follows: the cost of shipping concentrates to Japan is the cost of handling and transportation between mine and smelter destination. These detailed costs for 1974 would be known by the companies involved in the transactions. However, the government maintains a general awareness of the order of these costs which can be described as follows. Mineral products each with total volume greater than 100,000 tons exported to Japan in 1974 were: Iron Ore, direct shipping, 207,000 short tons; Iron Ore, concentrates, 4,377,000 short tons; Iron Ore, pellets, 90,000 short tons; Iron Ore, total, 4,674,000 short tons; Copper ores, concentrates and matte, 1,200,000 short tons; Lead ores and concentrates, 190,000 short tons; Zinc ores and concentrates, 410,000 short tons; Coal, 10,993,000 short tons; Asbestos milled fibres, 146,000 short tons; Total of the above, 17,613,000 short tons. Freight rates for cargo originating in Canada and destined for Japan fell sharply in 1974. For example, a charter rate of \$25/long ton was typical for 20,000 ton ships at the start of 1974. This rate fell to \$14/long ton for the same size of ship by mid 1975. An average figure for 1974 for this size of ship is assumed to have been \$20/long ton. Lead, zinc and copper ores and concentrates and asbestos fibres are generally shipped in this size of vessel. Iron ore products and coal are generally shipped in large vessels with considerably lower rates. Assuming the average ship size in the case of these products was 50,000 tons an average cost for 1974 would have been approximately \$4/long ton for iron

[Mr. McRae.]

ore and \$6/long ton for coal. In some cases Canadian mineral products are sold on a c.i.f. basis in which case the seller pays the shipping cost. In other cases Canadian mineral products are sold on an f.o.b. basis with the buyer covering shipping costs. The basis of the sale would be reflected in the selling price. The total cost of shipping Canadian mineral ores and concentrates to Japan in 1974 on the basis of the above data can be calculated approximately: (a) 1,946,000 short tons @ \$20/long ton, \$35,380,000; (b) 4,674,000 short tons @ \$4/long ton, \$16,996,000; (c) 10,993,000 short tons @ \$6/long ton, \$59,958,000. Total approximately, \$112,334,000.

## MAINTENANCE DREDGING AT, AND DOWNRIVER FROM PORT OF QUEBEC

Question No. 3,585—**Mr. Forrestall:**

1. What is the Department of Transport's best estimate of the annual cost of so-called maintenance dredging at, and downriver of the Port of Quebec?

2. Who will bear the cost of such dredging and how much of this can be apportioned to the taxpayer in Metropolitan Halifax and Saint John?

**Hon. Otto E. Lang (Minister of Transport):** 1. In light of the recent unacceptably high bid which was received for maintenance dredging downstream of Quebec at North Traverse, and other factors currently under review, the Department of Transport is not in a position at this time to reply to this question. In any event, it would be prejudicial to the government to indicate any of its cost estimates prior to receipt of tenders for any work. Finally, as a matter of interest, the best quantity estimate for annual maintenance in the North Traverse after its deepening was 175,000 cubic yards.

2. Government of Canada, Department of Transport, Vote 10.

## DEPARTMENT OF NATIONAL REVENUE—USE OF LAW FIRMS

Question No. 3,615—**Mr. McKinnon:**

1. What were the names and addresses of all lawyers and law firms in the Constituency of Victoria, British Columbia who performed services for the Department of National Revenue during 1973 and 1974?

2. By year, what was the total amount paid to each?

**Hon. Jack Cullen (Minister of National Revenue):** 1. None.

2. Not applicable.

## FARM CREDIT CORPORATION—USE OF LAW FIRMS

Question No. 3,624—**Mr. McKinnon:**

1. What were the names and addresses of all lawyers and law firms in the Constituency of Victoria, British Columbia who performed services for the Farm Credit Corporation during 1973 and 1974?

2. By year, what was the total amount paid to each?

**Hon. E. F. Whelan (Minister of Agriculture):** The Farm Credit Corporation advises: 1. Cecil Branson, Sullivan, Smith and Bigelow, Yarrow Building, Victoria, British Columbia.