

Questions

CANADIAN GRAIN COMMISSION—MR. J. J. HARRIS

Question No. 1,491—Mr. Skoberg:

1. What position did Mr. J. J. Harris hold with CNR before he was appointed by the Canadian Grain Commission to undertake a special two year study of terminal grain elevators?
2. What experience has Mr. Harris had in the handling, movement or storage of grain?
3. What are the terms of reference for the study?
4. Does such a study include any reference to the country elevator system of storage?

Hon. H. A. Olson (Minister of Agriculture): 1. General Superintendent of Equipment, Great Lakes Region, Toronto. Was responsible for 12 repair depots for maintenance of rail cars and locomotives.

2. Mr. Harris was Research Planning Officer—Grain Handling, with the CNR from October 1967 to February 1969. He was also a member of the Grain Transportation Technical Group and was involved in setting up the block system for distribution of grain cars.

3. To undertake a complete and detailed review of the Canadian Grain Commission Weighing Division's responsibilities, organization and operations, with particular reference to changes in grain weighing procedures necessitated by conversion of scales from manual to automated operation at terminal elevators. To advise the commission on organization and staffing of the Weighing Division.

4. No.

CALCULATION OF EXCISE TAX ON IMPORTS AT
RETAIL VALUE

Question No. 1,502—Mr. Robinson:

Will the government consider the advisability of calculating the excise tax on imports at the retail value of the commodity and not the import value, in the same manner as Canadian made goods are taxed?

Hon. E. J. Benson (Minister of Finance): No. The federal government does not tax Canadian made goods on the retail value.

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QUESTIONS PASSED AS ORDERS FOR RETURNS

PAYMENTS TO PROVINCES UNDER CAPITAL EXPEND-
ITURE AGREEMENTS

Question No. 1,116—Mr. Robinson:

1. Under Capital Expenditure Agreements between the Government of Canada and each province (a) how much money has been paid to each province for (i) building and equipment facilities (ii) occupational training, retraining and upgrading (b) how much is the financial commitment of the federal government to these projects in each province?

2. How has the money been spent to date and, how will the balance of committed funds be utilized?

Return tabled.

[Mr. O'Connell.]

GRANTS MADE THROUGH THE CANADIAN INTERNATIONAL
DEVELOPMENT AGENCY, 1965-71

Question No. 1,310—Mr. Rondeau:

1. By year, for the period 1965 to 1971, and by country, what were the conditions of the grants made to other countries through the Canadian International Development Agency?

2. Did any country accept as a condition of such loan, the importation of certain goods from Canada, for a given period of time or in given amounts and, if so (a) in what amount or amounts and during what period of time must each country import from Canada (b) what is the nature of the products they must import?

Return tabled.

ORAL QUESTION PERIOD

OIL

PROPOSED TAPS TANKER ROUTE—POSSIBLE MACKENZIE
VALLEY ROUTE—CANADIAN POSITION IN DISCUSSIONS
WITH UNITED STATES SECRETARY OF STATE

Mr. Eldon M. Woolliams (Calgary North): Mr. Speaker, I wish to ask the Secretary of State for External Affairs a question in reference to TAPS. In view of the serious pollution problem TAPS presents to Canada and the complex economic ramifications entailed for us in this method of moving crude petroleum from Alaska to the midwestern United States, what was the formal position taken by Canada as to the TAPS route? Was the alternative route discussed with the United States and, if so, what route was Canada's choice?

Hon. Mitchell Sharp (Secretary of State for External Affairs): Mr. Speaker, I dealt briefly in my statement with my conversation with Mr. Rogers. We did not express any choice that Canada favoured. Our purpose is to make the United States government aware of the very serious dangers that would be involved, in particular if big tankers moved regularly and frequently in the narrow waters of the Strait of Juan de Fuca and the Strait of Georgia, because there the dangers of pollution are probably at their maximum.

Mr. Woolliams: Mr. Speaker, that answer, with the greatest of respect to the minister, was similar to the minister's statement. Has Canada chosen an alternative route, has it ever expressed that choice to the United States, and on what studies was that choice based?

Mr. Sharp: Mr. Speaker, I think the hon. member is raising a different issue altogether. The question of whether the United States companies wish to move oil down the Mackenzie is a question to be considered on its own merits and the question of whether they wish to move oil by tanker from the TAPS line to California is a different question. What we are concerned about and what the people of the west coast are concerned about is