

## Questions

[English]

## SAND BAR, THAMES RIVER

## Question No. 549—Mr. Danforth:

Has the Department of Public Works, from the report submitted by engineers regarding the sand bar at the mouth of the Thames river, come to the conclusion (a) that the sand bar does not present a hazard to the passage either in or out of the Thames river by a small craft used for fishing (b) that the sand bar in the mouth of the Thames river is not of such a nature as to cause an ice jam which would be responsible for the flooding of lands adjacent to the Thames river as was experienced in 1965?

**Hon. G. J. McIlraith (Minister of Public Works):** (a) Yes.

(b) The report of the Department of Public Works does not cover the problem of flood control as it is not generally the responsibility of the federal government.

## USE OF ICEBREAKER, THAMES RIVER MOUTH

## Question No. 550—Mr. Danforth:

1. Have representations been made to the Department of Transport by either the officials of the township of Dover, Kent county, Ontario, or representatives of the lower Thames conservation authority regarding the use of a Department of Transport vessel for icebreaking in Lake St. Clair in the vicinity of the mouth of the Thames river with a view of preventing an ice jam and flooding of valuable property by the Thames river as occurred in 1965?

2. Has the Department of Transport a vessel that could be used for such purposes now operating in Lake St. Clair or the Detroit river?

3. Has the Department of Transport made any plans or taken any action toward complying with representations made to the department on behalf of the conservation authority and submitted by the secretary treasurer, Mr. R. G. Gagner?

**Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport):** 1. An inquiry was received on 11th January from Mr. R. G. Gagner, secretary treasurer of the Lower Thames Valley Conservation Authority, regarding the possibility of the department providing help in the eastern part of lake St. Clair for the spring ice breaking in the Thames river.

2. The nearest Canadian coast guard vessel is wintering at Amherstburg, but is a small tender for aids to navigation that is quite unable to operate in ice of the thickness found in lake St. Clair.

3. There is no other vessel that the Department of Transport can send to this area as its only full icebreaker in the lakes is the *Alexander Henry*, which has too deep draft to operate safely in eastern lake St. Clair.

[Mr. Sharp.]

## MONTREAL—THEFTS OF IMPORTED GOODS

## Question No. 551—Mr. Danforth:

1. Has there been an increase in the theft from shipments of imported goods landed in the Montreal harbour?

2. What is the value either calculated or estimated of the claims by importers in regard to stolen goods in the port of Montreal for the years 1963, 1964 and 1965?

3. How does the theft of goods per tonnage imported at Montreal compare with the other major ocean ports of Canada?

4. Are the thefts of such a degree that extra measures of protection and apprehension should be considered?

**Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport):** The National Harbours Board advises as follows:

1. No statistics available.

2. See answer to part 1.

3. See answer to part 1.

4. General statements made on pilferage in Canadian harbours and specific cases uncovered by the National Harbours Board have led the board to take increasing measures for security.

EFFECT ON CANADA OF U.S.  
MONETARY POLICY

## Question No. 557—Mr. Allard:

Is a study being undertaken at the present time, on behalf of the government, on the repercussions in Canada of the new United States monetary policy, and, if so, when will the government be able to submit a report in this regard?

**Hon. Mitchell Sharp (Minister of Finance):** The repercussions in Canada of monetary, financial and economic developments in the United States and other major foreign countries are under continuous study and appraisal at all times by the appropriate authorities in the Canadian government. No special report is contemplated in this regard.

## DEMURRAGE PAYMENTS BY WHEAT BOARD

## Question No. 560—Mr. Horner (Jasper-Edson):

1. Are storage payments being made by the Canadian Wheat Board on grain in transit between the country elevator and the terminal?

2. Is the Canadian Wheat Board paying demurrage on box cars sitting on sidings loaded with grain?

3. Is the Canadian Wheat Board paying demurrage on ships waiting in ports to be loaded?

4. How much demurrage was paid by the Canadian Wheat Board in the last year in regard to both ships and railways?

**Hon. Mitchell Sharp (Minister of Finance):** 1. No.