

ANSWERS TO QUESTIONS

The following answers, deposited with the Clerk of the house, are printed in the official report of debates pursuant to standing order 39:

NORTHERN AFFAIRS—AVAILABILITY OF WORK PLANS IN VANCOUVER

Question No. 261—Mr. Taylor:

1. Have complaints been made that government departments have lodged plans in Edmonton and Ottawa, but not in Vancouver, when calling for tenders on work in the area of the Alaska highway, Yukon Territory, and Mackenzie river delta?

2. Would the minister consider lodging construction plans in Vancouver when filing plans elsewhere?

Answer by: Hon. W. G. Dinsdale (Minister of Northern Affairs and National Resources):

1. The British Columbia branch of the Canadian plumbing and mechanical contractors association wrote to the Department of Northern Affairs and National Resources about this matter on June 9. A similar letter dated June 14 was addressed to the Prime Minister by the British Columbia and Yukon chamber of mines.

2. In answering these letters, it was explained that the Department of Northern Affairs and National Resources has very few tender calls of any significant size in the areas concerned and those that there are relate mainly to the purchase of prefabricated buildings. It was pointed out, however, that the department had followed the practice for some time—and would continue to do so—of lodging plans and specifications with the Vancouver district office of the water resources branch.

In addition to departmental work, there are also projects carried out on our behalf by the Yukon territorial government. The commissioner of the Yukon Territory has been asked to ensure that when he lodges plans and specifications for tender calls in Edmonton, he also lodges them in Vancouver.

MOVEMENT OF CEREALS, ST. LAWRENCE RIVER HARBOURS

Question No. 270—Mr. Bourget:

1. Which harbours on the St. Lawrence river are used almost exclusively for the movement of cereals to foreign markets?

2. What has been the quantity, in bushels, of the cereals exported from Quebec harbour during the following years: 1956, 1957, 1958, 1959, and 1960?

3. What quantities of cereals have been exported during the same years from the following harbours: Montreal, Sorel, Three Rivers, and Baie Comeau?

4. On what basis has the government established its policy of maintaining the ratio of cereal shipments from Quebec harbour at 9 per cent or 10

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per cent of the quantity shipped through all other harbours on the St. Lawrence river?

5. What has been the quantity of cereals, in bushels, delivered for local consumption from cereal silos situated in the following harbours: Montreal, Sorel, Three Rivers, Quebec, and Baie Comeau, for the years 1956, 1957, 1958, 1959, and 1960?

6. What is the storage capacity of the cereals silos situated in the following harbours: Montreal, Sorel, Three Rivers, Quebec, and Baie Comeau?

Answer by: Hon. Alvin Hamilton (Minister of Agriculture):

1. The only port on the St. Lawrence used almost exclusively for the movement of cereals to foreign markets is the new bay port of Baie Comeau. Additionally, the export movement at Sorel and Three Rivers accounts for the bulk of the grain handlings at these ports. At the remaining ports domestic shipments in a normal year will represent a sizeable proportion of total handlings.

4. There is no set percentage of grain allocated for export from each port. Generally, export shipments depend on the grain and grade of grain available in the elevator for export after allowing for domestic needs, whether berths are available at the time of presentation of ocean tonnage and the wishes of the buyer as to the port of his choice.

Answers to Questions 2, 3, 5 and 6 are contained on the attached table.

	Domestic shipments	Export shipments	Total
	(millions of bushels)		
Montreal			
Licensed capacity: 17.5			
1959/60	27.3	74.5	101.8
1958/59	26.6	88.7	115.3
1957/58	21.1	90.1	111.2
1956/57	21.6	85.5	107.1
1955/56	21.0	105.5	126.5
Sorel			
Licensed capacity: 3.0			
1959/60	1.0	17.9	18.9
1958/59	2.6	21.2	23.8
1957/58	4.4	17.4	21.8
1956/57	3.4	13.1	16.5
1955/56	2.2	15.6	17.8
Three Rivers			
Licensed capacity: 6.8			
1959/60	1.5	11.9	13.4
1958/59	1.4	13.9	15.3
1957/58	.8	14.1	14.9
1956/57	1.1	11.6	12.7
1955/56	.7	14.0	14.7