

STUDY ON USE OF STAFF CARS

Question No. 2,011—**Mr. Saltsman:**

1. When is it anticipated that the special study of the use of staff cars and chauffeurs by senior officers of the Department of National Defence, that began in 1966, will be completed?

2. On completion, will the Minister table the above report?

3. What are the reasons for the long delay in the completion of this study?

Mr. D. W. Groos (Parliamentary Secretary to the Minister of National Defence): 1 and 3. Canadian Forces administrative transport is established, purchased and accounted for as a capital resource to enable the forces to fulfil their role and commitments. The requirements are reviewed continually and the present review, which is nearing completion, is to ensure that the use and allocation of these vehicles, with particular reference to staff cars, satisfy new guidelines for economy and efficiency. This study has been lengthy in that it embraces not only the use of staff cars but has been expanded to encompass a review of existing policy regarding the employment of all administrative transport used by the Canadian Forces.

2. No.

NEGOTIATIONS IN PORT OF MONTREAL STRIKE

Question No. 2,030—**Mr. Fortin:**

1. Where do Judge Gold's negotiations stand regarding the dispute between shippers and stevedores in the Port of Montreal?

2. Does the government intend to introduce special legislation regarding the problems of shippers and stevedores in the Port of Montreal and, if so, when will such legislation be introduced?

3. What steps is the government taking to avoid having shippers abandon the Port of Montreal?

Mr. Jim McNulty (Parliamentary Secretary to the Minister of Labour): 1. Conciliation proceedings involving the Shipping Federation of Canada and the International Longshoremen's Association, were brought to a successful conclusion. A Memorandum of Agreement was signed by the parties in Montreal on 8 April, 1969.

2. Not applicable.

3. Not applicable.

DEPLETION ALLOWANCE CLAIMS

Question No. 2,033—**Mr. Harding:**

1. What is the total amount of depletion allowances claimed by (a) oil and natural gas companies (b) all other mining companies in each of the years 1960 to 1968?

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2. Are these statistics broken down according to individual company (a) by size of assets, employment, etc. (b) by nationality of ownership and, if so, what are these statistics?

3. What is the total amount of exploration and development expenditures claimed for tax purposes by (a) oil and gas companies (b) all other mining companies for each of the years 1960 to 1968?

4. What controls, if any, does the government have to ensure that deductions claimed for exploration and development purposes by oil and gas companies have in fact been spent for those purposes?

Hon. Jean-Pierre Côté (Minister of National Revenue):

	(a)	(b)
1. Year	\$ Million	\$ Million
1960	20.7	76.9
1961	14.8	87.1
1962	25.2	77.0
1963	40.2	85.2
1964	40.7	115.5
1965	61.0	136.0
1966	68.0	109.0
1967	Not available	
1968	Not available	

2. These statistics are not available in the form requested in (a) or (b).

	(a)	(b)
3. Year	\$ Million	\$ Million
1960	118.9	72.2
1961	174.5	46.8
1962	155.0	52.0
1963	233.2	41.1
1964	296.7	42.5
1965	306.0	64.0
1966	346.0	121.0
1967	Not available	
1968	Not available	

4. Qualified Department of National Revenue assessors carry out field audits to test check the accuracy of the income tax returns filed. In order to verify the amount claimed for exploration and development purposes the checking would include an examination of documentary evidence and on occasion a physical inspection of the properties involved.

SUGAR COMBINE INQUIRY

Question No. 2,039—**Mrs. MacInnis:**

1. Has an application been received in the name of Roberta Gray et al for an inquiry under Section 7 of the Combines Investigation Act into the practices of Atlantic Sugar Refineries, Canada and Dominion Co., and St. Lawrence Sugar Refineries and if so, what was the date of such application?

2. Has an investigation been started and if so, on what date and, if not, for what reason?