

Questions

In the period since January 1, 1964, individual sales contracts under these and earlier long term agreements have been concluded with the following countries for the shipment of the following quantities of grain on credit terms: Bulgaria, 11.2 million bushels of wheat; Czechoslovakia, 30.9 million bushels of wheat; Hungary, 3.7 million bushels of wheat; Poland, 47.7 million bushels of wheat; Mainland China, 209.0 million bushels of wheat; East Germany, 18.4 million bushels of wheat.

In addition, sales contracts outside long term agreements were concluded in this period for the shipment of 2.6 million bushels of wheat on credit to Czechoslovakia and 16.3 million bushels of barley on credit to Mainland China.

ST. LAWRENCE RIVER—MAINTENANCE
OF OPEN CHANNEL

Question No. 2,052—**Mr. LeBlanc (Rimouski):**

1. Has an estimate been made for the cost of maintaining an open channel along the St. Lawrence river during the winter by means of ice-breakers, between the mouth of the river and the port of Montreal?

2. If so, what is the amount of this estimate?

Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport): 1. No. Some cost benefit studies are under way.

2. Not applicable.

PRAIRIE RAIL NETWORK

Question No. 2,074—**Mr. Douglas:**

Did the Minister of Transport consult with any organizations or groups on the plan for a prairie rail network guaranteed to January 1, 1975, prior to his statement on September 12, 1966 and, if so, what are the names of the organizations or groups consulted and when did such consultations take place?

Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport): While officials of the Department of Transport did consult with officials of the Manitoba, Saskatchewan and Alberta wheat pools and various other interested groups and organizations prior to publication of the prairie rail network guaranteed to January 1st, 1975, the decisions were made by the government entirely on its own responsibility.

*PURCHASE OF SELF-RIGHTING LIFEBOAT

Question No. 2,092—**Mr. Irvine:**

1. What was the purchase price of the 44-foot self-righting lifeboat described in the Department of Transport press release of October 24, 1966?

[Mr. Winters.]

2. When is delivery expected?
3. What guarantee or protection do we have after the six-month test period?
4. Was any attempt made to have this item made in Canada, and, if so, what firm or firms were approached?
5. Should this craft be an asset, how many does the department intend to purchase and will Canadian firms be asked to tender?

Hon. J. W. Pickersgill (Minister of Transport): 1. \$115,000 U.S.

2. Delivery was effected August 9, 1966.

3. Following the test period the 44-foot lifeboat will in any event be kept, and additional lifeboats will be procured.

4. No attempt was made to have the boat built in Canada. By obtaining one from the existing U.S. coastguard production line it was possible to have one for operational trials many months sooner than would have been the case if a boat had been specially designed and built.

5. The number of additional lifeboats to be built will depend in large measure on the performance and capability of the boat under trial. It is probable that five additional craft will be required. These will be built in Canada.

STUDEBAKER CORPORATION—ACCUMULATION
OF IMPORT CREDITS

Question No. 2,103—**Mr. Orlikow:**

1. What was the value of the import credits accumulated by the Studebaker Corporation in Canada before it ceased operations?

2. Did Studebaker Corporation bring into Canada any Volkswagen cars for re-sale to Volkswagen Corporation in Canada and, if so, how many?

3. What is the value of the import credits remaining today to the credit of the Studebaker Corporation which could be used to arrange to import further cars?

4. What autos or auto parts have been imported by Studebaker Corporation (a) from the United States (b) from the United Kingdom (c) from Western Europe (d) from elsewhere?

5. What is the value of automobiles imported by each of the auto companies from companies which they do not control?

Hon. E. J. Benson (Minister of National Revenue and President of the Treasury Board): 1, 4 and 5: The answers to Parts 1, 4 and 5 involve the confidential affairs of individual importers or taxpayers.

2. Yes, 10,918. The answer to Part 2, although involving confidential information, has already been disclosed by the parties concerned.