

## Order Paper Questions

| Year  | Vessel            | Type | Freight Paid To                     | Owners  |
|-------|-------------------|------|-------------------------------------|---|
| 1970  | Sir John Crosby   | 2    | Chimo Shipping Ltd.<br>\$ 40,000.00 | Chimo, Montreal                               |
| 1974  | Maurice Desgagnes | 2    | Shipping Ltd.<br>\$ 251,950.00      | Les Armateurs-du-<br>St. Laurent Inc., Quebec |
| 1974  | Maurice Desgagnes | 2    | Shipping Ltd.<br>\$ 42,000.00       | Les Armateurs-du-<br>St. Laurent Inc., Quebec |
| 1974  | Maurice Desgagnes | 2    | Shipping Ltd.<br>\$ 685,014.00      | Les Armateurs-du-<br>St. Laurent Inc., Quebec |
| 1975  | Kakawi            | 1    | Shipping Ltd.<br>\$ 418,789.49      | Transpolaire Ltd.<br>Montreal                 |
| Total |                   |      | \$1,437,754.06                      |   |

## Type

- (1) Dry cargo vessel foreign trade.  
 (2) Dry cargo vessels home trade (ocean going capabilities) as listed in Canadian Transportation Commission, Canadian Merchant Fleet, December 31, 1974.

## CANADIAN COMMERCIAL CORPORATION—POLICY ON SHIPPING

## Question No. 2,183—Mr. Forrestall:

1. Is it the policy of the Canadian Commercial Corporation to use any form of tendering procedure for determining the shipping company to be used when shipping over-water in the international trade and (a) if so, what is such procedure (b) if not, for what reason?

2. What are the names of all companies presently on the tendering list who operate vessels registered in Canada and manned by Canadians for use by the Corporation?

3. Do tendering procedures include reference to a requirement to the use of Canadian registered shipping manned by Canadian crews in preference to foreign shipping manned by foreign crews and (a) if so, what is such requirement (b) if not, for what reason?

4. Have all such policies the approval of the Minister responsible for the Corporation?

5. Have all such policies the approval of the Minister of Transport and, if not, which ones lack such approval?

**Hon. Jean-Pierre Goyer (Minister of Supply and Services):** In so far as the Department of Supply and Services and the Canadian Commercial Corporation are concerned: 1. Yes. (a) It is the policy of the Canadian Commercial Corporation to tender, whenever possible, when shipping over water in the international trade. The procedure is that all firms who have indicated an interest and are on our source list are requested to submit tenders through the tender opening section of the Department of Supply and Services. These tenders have a specified closing time and a specified time for acceptance. (b) Not applicable.

2. Messabec Limited, Shipping Limited.

**NOTE:** The Canadian Transportation Commission's listing of the Canadian Merchant Fleet as of December 31, 1974 shows two additional companies, but neither one of these companies has requested to be placed on our source list.

3. No. (a) Not applicable. (b) The tendering terms and conditions stipulate that "contracts will be arranged through established Canadian shipping agents, brokers, freight forwarders (or Canadian shippers acting in this capacity)." To be considered Canadian, an agent or forwarder must be incorporated and/or licensed in Canada and be managed and operated in Canada. There is no specific reference to Canadian registered shipping because of the small number of Canadian (flag) ships and their

limited area of service and they are not in a position to carry a great deal of the cargo requirements. They are, however, given every opportunity to compete in those areas where they have indicated the ability and desire to provide service.

4. Yes.

5. Government policy is shown in *Hansard* of May 1, 1974, page 1921, in answer to question No. 196, as expressed by the Parliamentary Secretary to the Minister of Transport, which states in part, that Canada has pursued a general policy of utilizing the most economical bottoms available for all international shipping. The policy is under continual review and may be changed to meet altered economic or national circumstances.

## VISIT TO CANADA OF MR. WILLIAM HAMILTON, MEMBER OF BRITISH PARLIAMENT

## Question No. 2,219—Mr. Schumacher:

1. Did Mr. William Hamilton, Member of the British Parliament, visit Canada this year at the invitation of CBC and, if so (a) what was the purpose of the visit (b) on whose suggestion was the invitation made?

2. Were any financial considerations made to Mr. Hamilton by CBC in respect of (a) fees (b) travel costs (c) accommodation (d) per diem expenses and, if so, what was the amount in each case?

3. How long did his visit last and what cities did he visit?

4. How many interviews did he give for (a) television (b) radio (c) newspapers (d) magazines and, in each case, who conducted such interviews?

5. What was the subject discussed on each of the interviews and, in each case, who chose the subjects?

6. Did he receive any financial considerations from any government source other than CBC and, if so (a) what was their nature (b) from whom were they received (c) what was the amount, in each case?

7. Was he accompanied on his visit and, if so, by whom?

8. Were any financial considerations paid to those accompanying him and, if so (a) to whom were they paid (b) what was their nature (c) from whom were they received (d) in what amount, in each case?

9. Was Mr. Hamilton invited to return to Canada and, if so (a) on what date (b) by whom (c) for what purpose?

**Hon. Mitchell Sharp (President of the Privy Council):** I am informed by the Canadian Broadcasting Corporation, the Prime Minister's Office and the Department of External Affairs as follows: 1. No. (a) It is understood that Mr.