

We look forward to receiving a response to our diplomatic note of October 1, which we understand will be forthcoming shortly, and to beginning this process of consultations. We shall, of course, keep a close watch on the situation and continue to impress upon the new United States Congress and incoming Administration that Canadian concerns about Garrison are deeply serious and legitimate.

I am pleased to bring this information to the Senate this evening.

Hon. Duff Roblin (Deputy Leader of the Opposition): Honourable senators, keeping in mind His Honour's admonition, with which I agree, I should like to thank my honourable friend for his statement, because I think it does open up a hopeful aspect of this matter so that it might come to a satisfactory conclusion. I wish him well in his endeavours.

SCIENCE AND TECHNOLOGY

NUCLEAR FUSION RESEARCH

Hon. Raymond J. Perrault (Leader of the Government): Honourable senators, in reply to a question put by Senator Yuzyk on October 31, 1980, concerning fusion research, I am in the position to state, as honourable senators may be aware, that the Honourable John Roberts indicated sometime ago that in order to arrive at a decision on this matter there were a number of questions he wished to have examined. Since that time, the matter has been discussed with the National Research Council, and the Council is in the course of preparing a report on various aspects of a fusion national energy program.

As a result, the government is now satisfied that fusion should have a place in Canada's national energy research program. The size and nature of that program has, as yet, to be determined, but will be considered by the government in due course.

CUSTOMS AND EXCISE

CONFISCATION OF THE *LADY ANNE*

Hon. Raymond J. Perrault (Leader of the Government): Honourable senators, a question on the subject of the motor vessel *Lady Anne* was raised on October 27, 1980, by Senator Smith. The answer is rather long. Perhaps it could be placed in today's *Hansard*, because it contains great detail concerning penalties and the ownership of this vessel, and so forth.

Hon. Duff Roblin (Deputy Leader of the Opposition): I think I may safely speak for my colleagues and suggest that it be placed on the record.

Senator Perrault: If there are any further questions arising from the answer, I would be pleased to answer them.

(*The answer follows:*)

The subject vessel first came to the attention of Revenue Canada through three penalty infractions, two for entering non-customs ports on August 9, 1977 and Octo-

ber 26, 1978 and one for failure to report on October 13, 1977. The total amount of the penalties was \$2,000 and was paid on November 27, 1978.

This vessel was later seized by the Coast Guard on behalf of the Department of Fisheries for a violation of their law.

The owner of the vessel at that time was East Coast Fisheries Corp., Mashpee, Mass., U.S.A.

It would appear that fisheries dropped their charges as the sheriff of Shelburne County "arrested" the vessel for various liens and accrued salaries for the crew. The subsequent court case in the federal court indicated the plaintiff as Southern New England Production Credit Association of either Taunton, Mass., U.S.A. or Falmouth, Mass., U.S.A.

The court, in its decision ordered the vessel to be sold at auction. Those who submitted tenders were: Henry Mahle, Trinity Bay, Newfoundland; Southern New England Production Credit Association, Taunton, Mass., U.S.A.; John B. Ryan, 155 Plantation Drive, Duxbury, Mass., U.S.A.; David E. Barnes, 235 Hanover Street, Hanover, Mass., U.S.A.; Murray E. Ossinger, R.R. 3, Shelburne, N.S.; John I. Craig, R.R. 1, Riverport, N.S.; Crest Trawlers Ltd., Lunenburg, N.S.

Mr. Ossinger was the successful bidder with an amount of \$225,500.

In July 1979, Mr. Ossinger passed an entry on the vessel (which was of U.S. registry) in order to engage in the fishing trade. The amount of duty paid was \$45,100, which was 25 per cent of the appraised value of the vessel (\$180,400). The vessel was subsequently given Canadian registry Number 392648 at the Port of Halifax, N.S.

In July 1979, Mr. Ossinger petitioned the court to have the court reimburse him for the duty paid on the vessel as it was his contention the vessel was sold to him free and clear of encumbrances. The court dismissed the petition on July 26, 1979.

These questions in the Senate apparently arose from Mr. Ossinger's inability to transfer his fishing licence from his previous vessel *Catch Me the Second* to the *Lady Anne* as his new vessel was in excess of 65' (being 97') and a freeze had been imposed on the issuance of new licences for the past two years.

AGRICULTURE

ATLANTIC REGION—PROPOSED VETERINARY COLLEGE

Hon. Hazen Argue (Minister of State for the Canadian Wheat Board): Honourable senators, on November 6, 1980, Senator Muir asked a question regarding the proposed veterinary college in the Atlantic region, and the present status of that proposed college.

Several months ago, the Council of Maritime Premiers agreed that the proposed veterinary college be located at the University of Prince Edward Island, subject to disclosure of