

Oral Questions

istic and inadequate, and the recommendation of the minister at that time was in respect of 40 long tons emission, and in view of the fact that the Alberta government has now issued permission in respect of 287 long tons for the Syncrude project, will the minister advise the House whether she continues to oppose anything beyond the 40 long tons emission standard by the Syncrude project, and indicate whether she has advised the government representative on the management committee to take a position opposing higher emissions from those stacks?

Hon. Jeanne Sauvé (Minister of the Environment): Mr. Speaker, the accepted levels of emission for the Syncrude project have been established by the province of Alberta. This is mainly a problem for Alberta and, therefore, we do not have national guidelines or standards relating to that specific type of industry. The standards have been established by the province of Alberta and this is very much the responsibility of the government of that province. However, the hon. member is right in saying that we are far from satisfied with the environmental study which has been made by Syncrude. We have asked for supplementary data and information concerning the industrial process. We are engaged with the government of Alberta in a very wide study on the effects on the environment of the development of the tar sands. As the hon. member knows, we have signed an agreement with the government of Alberta involving an amount of \$40 million to be spent over a period of 10 years, and under which the federal and Alberta governments will share in the expenses.

Mr. Leggatt: Mr. Speaker, in view of the minister's expressed concern over the emission standards, and bearing in mind the problem regarding a conflict of interest in that the minister's own government is involved in the development of the tar sands, would she advise when she will have clean air standards under the federal Clean Air Act so we can have some orderly leadership in terms of environmental impact from the sulphur dioxide emission at that plant?

Mrs. Sauvé: Mr. Speaker, I want to assure the hon. member that we do not feel we have a conflict of interest. Quite to the contrary, it is precisely because we have some involvement in that project that any activity at that site falls within government policy, under which environmental impact studies must be produced to the satisfaction of the Department of the Environment. Any such activity should thus fall well within the standards established by the Department of the Environment.

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AIR TRANSPORT**POSSIBILITY OF CONTINUING STOL EXPERIMENT—
GOVERNMENT POSITION**

Mr. J. H. Horner (Crowfoot): Mr. Speaker, in view of the recently reported philosophy the Minister of Transport is attempting to instil in the Department of Transport, can the minister give the House and the country some idea whether the government is prepared to continue with the STOL experiment, and that this does not necessarily mean

[Mr. Leggatt.]

the government will be spending an additional \$16 million in Montreal to improve the downtown airport?

Hon. Otto E. Lang (Minister of Transport): Mr. Speaker, we are reviewing the current state of the STOL experiment, but have taken no decision about its exact extent. We are certainly satisfied that it has proven the value of this form of service between pairs of cities.

Mr. Horner: Mr. Speaker, it has proven the value, but has it proven economic feasibility?

Mr. Lang: Mr. Speaker, it was not anticipated that the Montreal-Ottawa run with Twin Otters would in fact be economically feasible. The point of the study was to prepare the way for other short takeoff and landing craft such as the DASH 7 which may soon be available.

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TRANSPORT**FREIGHT RATES—DISPARITY BETWEEN RATE ON FRESH FRUIT
FROM OKANAGAN TO EASTERN CANADA AND RATE FROM
STATE OF WASHINGTON**

Mr. G. H. Whittaker (Okanagan Boundary): Mr. Speaker, did the Minister of Transport receive a telegram from B.C. Tree Fruits on November 5 asking when he was going to answer the telegram sent on October 3, concerning disparity in freight rates for fresh fruit from the Okanagan Valley in British Columbia to eastern Canada as compared to rail rates to the same markets from Washington state? Did he receive that telegram and how does he intend to reply?

Hon. Otto E. Lang (Minister of Transport): Mr. Speaker, I have seen the second telegram which refers to the first, which I have not seen. I will be looking into the matter to see whether I might add any comment regarding the normal legal situation in relation to freight rates in Canada.

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ADMINISTRATION OF JUSTICE**ALLEGED VIOLATION OF BILL C-50 IN SETTING SUPPORT
PRICE FOR BEEF**

Mr. Gordon Towers (Red Deer): Mr. Speaker, in light of the October 23 statement of the Minister of Agriculture that the support price on beef was approximately \$1.50 per hundred weight lower than the previous year because of "lower feeder cattle prices", which violates Bill C-50 in spirit, I would ask the Minister of Justice to scrutinize the statement in question in order to ascertain whether it is in fact a violation of the provisions of the bill by overlooking the clause "to reflect the estimated production cost of the commodity", in this case being the cost of production of the animal, either as a calf or a feeder, until it enters the feed lot?

Hon. Ron Basford (Minister of Justice): Mr. Speaker, I would bow to my colleague, the Minister of Agriculture, in