

# Lorneville accessible

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was also found to be easily accessible by ship, an advantage which the Maine sites did not possess.

A dock located about a thousand feet from shore would allow unobstructed sea approaches giving ample manoeuvring area for large bulk carriers and supertankers. Such a port would be ice-free all year round and would possess a large area of level, backland for industrial use and potentially good landward transportation links - roads, railways.

Determined to see this inexhaustible natural resource be used, the Board approached the Robichaud expropriating eight thousand acres of land and by giving them a quarter of a million dollar grant with which they could further explore the industrial possibilities.

The original plans called for an oil company to use the docking facilities. By docking supertankers at Lorneville, smaller ships could convey the oil down the eastern seaboard. The Development Board, however, did not see this phase of the project as being of major benefit to the province.

By storing large reserves of crude oil at this docking site, as would be the case previous to being shipped southward, they hoped to encourage oil-requiring industries to build at Lorneville. In this manner, such companies could use the available oil as well as the local manpower and in doing so, would boost the New Brunswick Economy.

### ENTER CONTINENTAL OIL...

By 1969, the Development Board had come to an agreement with the Continental Oil Company (CONOCO) concerning the construction of the port. Conoco is active in thirty countries around the world and is rated as the twenty fifth largest corporation in the U.S., in terms of assets. In Canada, Conoco is affiliated with Hudson's Bay Oil and Gas Company Limited. In making the agreement with the Board, they proposed to set up a Canadian subsidiary to man the terminal.

The proposed terminal consists of an onshore tank farm, docking facilities and an open trestle, which consists of a bridge-like structure running from the docking facilities to the shore installations.

It would contain roadways, walkways and the pipelines that run to the tanks ashore. At the moment, preparations are being made for three berths. One will be about nine hundred feet from shore (depth - 105 ft.); the other two will be approximately seven hundred feet from the coastline (depth - 90 ft.).

The more distant berth will

serve both supertankers and smaller ships; the other two will be for smaller ships only.

Plans for the tank farm consist of ten oil storage tanks whose total capacity should be slightly more than four and one-half million barrels. Initial output is projected at 115,000 barrels daily.

From a financial standpoint, Continental Oil will fund all construction except for the open trestle and the berth for supertankers. Both of those items will be financed by the Provincial Government. This part of the dock will be leased to CONOCO for a period of thirty years. This will be the time required for the leasing to cover the original construction costs.

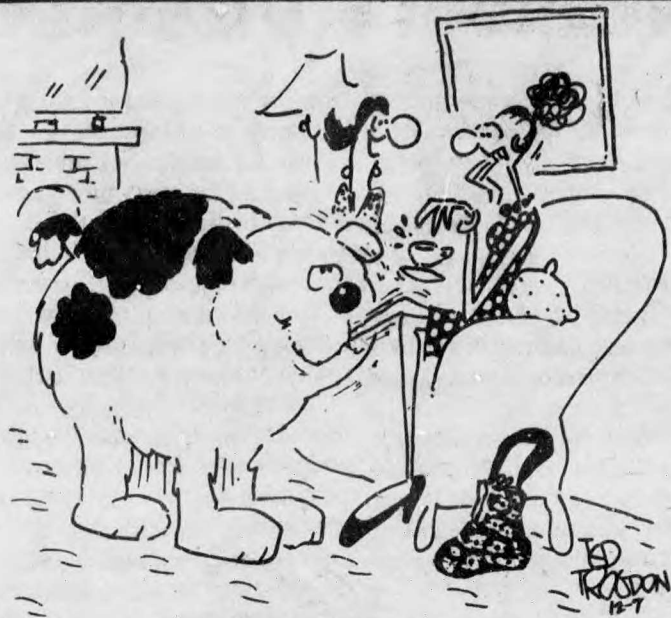
After this time, the leased part of the port will become

Provincial property. According to the Development Board, no concessions other than this arrangement were made to CONOCO.

The Continental Oil Company was chosen as a business partner for several reasons. Firstly, it was medium sized oil company which dealt with products other than oil. It sells metallurgical coal, mined in Virginia, to Japan. This coal is presently hauled by rail from the mines to the east coast where it is shipped in ocean carriers for delivery in Japan and Europe.

It is hoped that eventually, CONOCO supertankers will be able to sail from the Persian Gulf to Lorneville with crude oil, unload the oil and reload

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"I can tell he likes you... he usually spits strangers right out."

## Mugwump Journal

By EDISON STEWART

Last week's column seemed to stir a goodly number of people up. Well, here we go again.

The Infirmary is something that needs expansion on this campus. It is only natural to assume that if we want better service we have to pay more money. Doctors and other staff will need more money to operate in a satisfactory manner. As I said last week, one doctor for two or three hours every morning isn't good enough for a town of 7,000.

The money must come from the administration - eventually it will come out of our pockets. But it is a necessary expenditure - one which will benefit the whole campus and it is one which I feel should be made. What do you think? Be sure and let us know.

The Bank of Montreal on campus is apparently planning to expand, but before they do that they should expand their skeleton service. I've been told numerous times that my bank statement is unavailable to me unless I drop in and pick it up.

Funny, but the banks downtown send out monthly statements on accounts - how about us? Isn't our money good enough? This is something campus planners should take into account - when the SUB expands, perhaps it would be wise to place a competing bank in the new section. Students would then be able to go to the bank of their choice to get the best deal.

Nothing has been said about the transportation system I proposed last month. I guess like everything else on this campus people haven't even got the guts to write a simple letter to the editor. A strong dose of ex-lax might do the majority of this campus a lot of good.

Another thing that I mentioned last year was that the Bruns, and in particular the Journal, was willing to help those students who were being treated unfairly by various organizations. No one has yet come here for help. I know for a fact that a fair number of students have housing problems. Why not come here? We can help.

I asked Saga Foods officials at the beginning of the year just how much they expected to make out of their operation here, but all I got was a pile of sidestepping and buck-passing. One day I got a letter from some guy in Saga's hierarchy offering to come and talk to me when he arrived in Fredericton. He seemed very worried that I had been offended by the local Saga operation and he thought I was out to get them.

Well that was in September and I haven't heard from him since. Robert Eisele, Regional Operations Director, where are you?

Speaking of Saga, I spotted a number of glasses in the SUB this week which were supposedly clean. No way. There were ashes in a lot of them. Two things I have to say: Saga clean up your act, and you smokers kindly stop putting your ashes in the galsses. It isn't much fun having ashes with your chocolate milk.

Bill Akerley has definitely denied that he's running for President, he's running again for CHSR Director. Chris Franklin (Presidential candidate) may dump Chris Fisher (a candidate for Comptroller and Franklin's running-mate). Dan Fenety, at present the SRC's comptroller might well take a few tranquilizers to calm himself down after threatening to send us the way of the dodo bird (i.e. extinction). Ditto Chris Franklin.

# SALE

on winter stock items

Final week of sale.

## Red Hanger Room

at the Royal Stores

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