

ing a request from the government of Newfoundland concerning the construction of a transmission line from the hydro-electric site of Gull Island, on the Churchill, to Newfoundland itself. In the same vein, I have entered with my provincial counterparts, the Ontario minister for instance, into negotiations for a possible closer interconnection between major Eastern Canada utilities, in order to protect our supplies and ensure at the same time operating economies between the six Eastern provinces, that is Ontario and the five other Eastern provinces.

Mr. Lessard: I have a supplementary, Mr. Speaker.

Mr. Speaker: The hon. member for Lac-Saint-Jean on a supplementary.

Mr. Lessard: Mr. Speaker, part of my question remains unanswered by the hon. minister.

Were there any negotiations with the Quebec government on the James Bay development? Is the government ready to enter into negotiations and cooperate by granting loans and subsidies, in order to give speed up through financial or technical assistance the development of the James Bay potential? On this point, I would like the minister to answer. Were there actual meetings, negotiations, offers from the federal government to the province of Quebec on this subject?

Mr. Macdonald (Rosedale): Mr. Speaker, our policy is not to pay construction costs of, for instance, large hydro-electric dams in the provinces. It is always in the context of provincial policy that such investments must come from the provincial utilities themselves. It is our policy to cover the cost of transmission lines. For instance, we are studying now the project for power transmission between Quebec and Newfoundland.

As far as the James Bay Corporation is concerned, we received no request for financial help.

Mr. Eudore Allard (Rimouski): Mr. Speaker, with your permission, I would have two questions for the hon. Minister. I shall try to be brief. Here is my first question:

How can the hon. minister consider the fact that the government spends millions for the building of expressways and that, on the other hand, they want to lower the speed limit for motorcars?

I would like to give an example as far as new gas-saving breakthroughs are concerned. I have been making an experiment since last May. I have had a device installed in my car, a "68 Oldsmobile" which has slightly over 100,000 miles. I can get 17 miles per gallon at 90 mph. I hope there are no policemen around. Before having that gadget installed, I could get only 14 miles per gallon at 60 mph.

My question is as follows: Has the hon. minister considered asking permit holders or the purchasers of royalties on new developments for gas pumps to make use of these patents or forcing them to use them to save gas?

My second question is as follows: I have made several representations in this House asking a return to daylight saving time. We know that the United States have tried this successfully. At the end of the month, the United States will once again return to daylight saving time. They

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will do so two months before we do. Did the minister consider using this method to save energy?

Mr. Macdonald (Rosedale): We have not considered giving special help to patent holders of developments such as those mentioned by the hon. member. On this subject, I must say that one of the objectives of the program is to have consultations with large automobile manufacturers to discuss the possibility of their changing their system, and particularly of manufacturing lower fuel consumption motors, and to discuss more compact vehicles.

As concerns the hon. member's second question about daylight saving time, as the hon. member is well aware, we have had discussions on this issue from time to time. The studies that we made, last year for instance, indicate that daylight saving time holds no great advantages in our climate. Indeed, people would have to get up one hour earlier, at the coldest time of the morning.

[English]

Hon. George Hees (Prince Edward-Hastings): Mr. Speaker, outside of the possible use of compulsion by the provinces to enforce the 55-mile-an-hour speed limit, which the minister is going to ask the provinces to enforce—

An hon. Member: They already have it in B.C.

Mr. Hees:—does he envisage any other compulsion in this whole program, or does he see it as a purely voluntary program?

● (2150)

Mr. Macdonald (Rosedale): Mr. Speaker, that of course is the most obvious one, and the one that has been tried in several jurisdictions. I do not know if the hon. member would regard it as a form of compulsion, but we would certainly discuss with the provincial utilities the question of changing the rate structure so as to discourage at least some of the uses of energy or, to put it the other way, to encourage a more conserving use of these particular energies rather than providing cheap energy which would encourage different processes. In the long run it could well be that over a period of time the provinces will agree upon and may indeed be able to suggest other measures they would like to take, such as changing the speed limit, which could assist in conserving energy.

Mr. John A. Fraser (Vancouver South): Mr. Speaker, can the minister add to his statement tonight by advising this House whether the government is now prepared to stop Premier Bourassa's scheme to divert a major portion of the electrical potential of James Bay to the manufacture of enriched uranium for export to France?

Mr. Macdonald (Rosedale): As far as we know, Mr. Speaker, the premier does not have any such proposal at the moment. As has been pointed out to the House several times, all that the government of Quebec is engaged in at the moment is a feasibility study with regard to the James Bay project and uranium enrichment. I would have to say that, albeit involuntarily, my views on this question have been made public. I personally, have to regard as a very low priority the use of 2,500 megawatts for uranium enrichment.