

Mr. Jamieson: The position as I understand it—and I will be meeting with representatives of an international group this afternoon—is that an international fund has been established for this purpose. As I understand it, it is contributed to by major oil companies and has been established for precisely the purpose of covering the costs involved in this kind of clean-up operation. For myself, I have no problem in stating that in my view the responsibility is clearly that of the shipping company and the oil company. Every effort will be made, within whatever powers we possess, to make sure that they pay the costs.

Mr. Stanfield: A further supplementary question, Mr. Speaker. In view of the minister's statement that he does not know whether this rock was marked by a buoy at the time of the disaster, or traditionally, rather than keeping the House and the country waiting for a formal report would the minister undertake to report to the House the next time he is here whether this rock had been traditionally marked but the buoy had been removed?

Mr. Jamieson: Mr. Speaker, I will report as fully as possible, consistent with whatever are the legal implications of the inquiry. I simply point out to the hon. gentleman that there are many issues involved here with regard to liability and the like. I do not want, as perhaps he might be suggesting, to jeopardize any legal claims that might be made by people in his own province of Nova Scotia.

Mr. Lloyd R. Crouse (South Shore): Mr. Speaker, I have a further supplementary question for the Minister of Transport. In view of the loss of the *Arrow* on the east coast, will the minister consider placing radar reflectors on the top of spar buoys along the coast of Atlantic Canada, in view of the fact that spar buoys are placed there in the wintertime to replace bell buoys and other markers which might be affected by shore ice? Will the minister consider installing radar reflectors in place of spar buoys, because this might in future prevent occurrences such as we have experienced?

Mr. Jamieson: Yes, Mr. Speaker, I will be glad to look into that suggestion.

EXTERNAL AFFAIRS

TRANSFER OF NERVE GAS FROM OKINAWA TO UNITED STATES

Mr. David Anderson (Esquimalt-Saanich): Mr. Speaker, in view of the fact that the loss

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of the *Arrow* emphasizes what the Minister of Transport said yesterday, that shipwrecks occur regardless of the measures and precautions taken, will he instruct our ambassador to the United States to vigorously protest the proposal of the United States government, or certain segments of it, to ship nerve gas by sea through the Strait of Juan de Fuca?

Hon. Mitchell Sharp (Secretary of State for External Affairs): Mr. Speaker, we have been in consultation with the United States about the shipment of nerve gas. We have been informed that a decision has been made to make the shipment, although the date has not yet been fixed. I am instructing our ambassador to obtain all the information he can as to the safety precautions that have been taken so we can satisfy ourselves that there is a minimum of danger to the people of the United States and to the people of Canada.

Mr. Anderson: I appreciate the hon. minister's reply, but has he instructed the ambassador to protest this decision by the United States authorities?

Mr. Sharp: No, Mr. Speaker, not yet. It may be that on the basis of the information we receive from the United States we may have a reason for protest. The people of the United States have exactly the same interest as we have in maximum safety. If we satisfy ourselves that the precautions are not adequate we will make a protest, but not otherwise because we assume that the people of the United States have just as great an interest in the safety of the movement as we have.

Mr. T. C. Douglas (Nanaimo-Cowichan-The Islands): Mr. Speaker, in view of the fact it is anticipated that the route of the ships transporting the nerve gas will be through the Strait of Juan de Fuca and through Canadian territorial waters, will the minister assure the House that he will make representations to the government of the United States urging that until the government is satisfied that all the necessary protective measures have been taken the ships will not go through these waters but will proceed directly to the United States coastline?

Mr. Sharp: First of all, I should like to reassure the hon. gentleman and the House that there is no intention that the ships will go through Canadian waters. The problem is, however, that in the Strait of Juan de Fuca the waters are narrow. Therefore, we have a legitimate interest in seeing that safety