

By way of explanation, on January 17 last the Premier of British Columbia, Mr. Vander Zalm, spoke on television to the people of that province. He is, as honourable senators know, one of the cosigners of what has become known as the Meech Lake Accord. He told the people of British Columbia that the Meech Lake Accord was now unacceptable to the people of British Columbia. He also advised the people of British Columbia that he had sent the federal government a "very innovative and effective new framework" to save the pact. Later it was advised that he had delivered his innovative proposals on Friday, January 19, 1990.

• (1430)

On behalf of the people of British Columbia, I should appreciate a statement from the Leader of the Government in the Senate, who is also the minister responsible for federal-provincial relations, concerning Premier Vander Zalm's innovative proposals. Are they acceptable to the federal government? Will they be part of the agenda for a parallel accord?

**Hon. C. William Doody (Deputy Leader of the Government):** Honourable senators, I shall make every effort to get the information.

#### MEECH LAKE ACCORD—EFFORTS TO ACHIEVE UNANIMITY

**Hon. H.A. Olson:** Honourable senators, I should like to ask the deputy leader a question. He does not need to seek the information; I think he knows it now.

Has the Minister of State for Federal-Provincial Relations asked the Premier of New Brunswick to help him accomplish the job of getting Manitoba and Newfoundland to agree to the Meech Lake Accord?

**Senator Doody:** Honourable senators, I suspect that the honourable senator would not want me to answer that without consulting with the minister first, and I shall do that.

**Senator Olson:** I assumed that you already knew. That is why I was asking if we could receive that information.

**Senator Doody:** The honourable gentleman was wrong again.

#### DELAYED ANSWERS TO ORAL QUESTIONS

**Hon. C. William Doody (Deputy Leader of the Government):** Honourable senators, I have some delayed answers to questions.

#### NATIONAL DEFENCE

##### CLOSURE OF CFB SUMMERSIDE, P.E.I.—REQUEST FOR REPORT ON GOVERNMENT DECISION

**Hon. C. William Doody (Deputy Leader of the Government):** Honourable senators, I have a delayed answer in response to a question asked in the Senate on December 19 last by the Honourable Senator Bonnell respecting National

Defence—Closure of CFB Summerside, P.E.I.—Request for Report on Government Decision.

*(The answer follows:)*

Honourable senators, regarding the meeting between Premier Ghiz and the Prime Minister, December 18, 1989; a number of options have been considered, for CFB Summerside all designed to provide a base of employment, greater stability and greater opportunity for Summerside.

They have agreed to a three track approach comprising the following components: 1) some public sector action, 2) some private sector investment in the Summerside area and 3) the determination of alternate private sector uses for the base facilities.

The Prime Minister also gave a commitment to continue working with Premier Ghiz and to provide a report to the Canadian people as soon as further definite initiatives are agreed upon.

#### TRANS-CANADA HIGHWAY

##### UPGRADING FOR NEW BRUNSWICK SECTION

**Hon. C. William Doody (Deputy Leader of the Government):** Honourable senators, I have a delayed answer in response to a question asked in the Senate on December 21 last by the Honourable Senator Corbin, respecting Trans-Canada Highway—Upgrading for New Brunswick Section.

*(The answer follows:)*

Since 1978, Transport Canada has contributed nearly \$207 million towards highways in New Brunswick. The province elected to spend the bulk of these monies in its northeastern region on Highways 11 and 8 rather than on the Trans-Canada Highway (TCH).

The federal government currently has a \$145 million Highway Improvement Agreement with New Brunswick in which approximately \$67 million (46 per cent) will be expended on the TCH and connecting links, Highways 1 and 7. The federal government would be willing to consider amending this Agreement so that a larger percentage of the funds are directed towards the TCH, should the province so desire.

Over the past year, the federal government has received requests from the provinces for over \$10 billion worth of highway contributions. Clearly, it cannot accommodate these requests in an ad hoc manner. In this regard, it has indicated to New Brunswick that its highway problems will have to be dealt with within the context of a national highway program.

Under the auspices of the Roads and Transportation Association of Canada (RTAC), the federal government is participating with the twelve provincial and territorial governments in examining the magnitude of the problem nationwide.