

have to change his timetable or what does he have to do to catch up?

**Hon. Roméo LeBlanc (Minister of Fisheries and the Environment):** Mr. Speaker, if the hon. member had been a member of the Standing Committee on Fisheries and Forestry, he would understand that industry is in no great mood to have us accelerate the timetable for the elimination of pollution. In fact, their representations were very much to the contrary. I had some of this in the Senate again this morning. In many cases the timetable set out will extend to four or five years while anti-pollution equipment is being installed. I recognize that this is a slow process, but I do not see an alternative in the handling of existing industries. In the case of new industry, obviously the requirements are in the building process and the equipment is installed along with the rest of the machinery.

**Mr. Rynard:** Is the minister satisfied with the work over which he has control in both the municipal and provincial areas?

**Mr. LeBlanc (Westmorland-Kent):** Mr. Speaker, I will never be satisfied as long as any pollutant is being put into the waters of this country. That being said, I recognize that the province of Ontario in particular has done a remarkable job in handling its pollution problems and is pursuing that aim vigorously. I do not take anything away from the present Ontario minister of the environment who is an excellent colleague.

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#### SUPPLY AND SERVICES

##### REASON FOR SECURITY CLEARANCE FOR CLERICAL POSITION IN DEPARTMENT

**Mr. Stuart Leggatt (New Westminster):** Mr. Speaker, I wish to direct a question to the Minister of Supply and Services. It concerns an ad which the minister placed for a routine clerical job in the Department of Communications. The job required a security clearance by the Ministry of Supply and Services. Will the minister tell the House why it is necessary for a routine clerical job to be cleared by the Department of Supply and Services? Does the minister have a division within his department concerning security clearance and is that division separate and apart from the S and I division of the RCMP?

● (1500)

[Translation]

**Hon. Jean-Pierre Goyer (Minister of Supply and Services):** Mr. Speaker, I am not aware of the specific case raised by the hon. member, but it is clear that for a long time the industrial security has come under the authority of the Department of Supply and Services. We act as advisors to Canadian industries that might get contracts from the government of Canada or from foreign governments, which involve security work. So, it is in that sense that we advise private industries. I shall

#### Oral Questions

examine the specific case raised by the hon. member in that perspective.

[English]

##### REASON FOR SECURITY SECTION IN DEPARTMENT

**Mr. Stuart Leggatt (New Westminster):** One supplementary, Mr. Speaker. Since the minister has a security clearance division in his own department, can he explain why the S and I Division of the RCMP is not capable of handling that particular role or function? Why does the minister need his own security section or division if there is an overlap by the RCMP? Further, will he tell us how large that division is—how many people are employed in his own department in this security area?

[Translation]

**Hon. Jean-Pierre Goyer (Minister of Supply and Services):** Mr. Speaker, I note that the question goes beyond the authorized limits of the debates in the House. It would be necessary to explain to the hon. member the workings of security matters within the government and to remind him that each department is responsible for its own security, and that the security depends in fact on the deputy minister of each department, with the advice of course of the RCMP. As regards industrial security, considering that it is closely related to the execution of contracts, the government always saw fit to maintain a small unity which does not act as a police force, but only as an advisory group to private industry so that the security rules regarding the working requirements be respected. If the government were not acting, I suppose it would be accused of failing to shoulder its responsibilities. In this case, I wish to inform the hon. member that the division does not act as a police force, but simply as an advisory group.

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#### HARBOURS

##### ESTABLISHMENT OF PORT AT GROS-CACOUNA—REQUEST FOR PROGRESS REPORT ON NEGOTIATIONS WITH QUEBEC

**Mr. Eudore Allard (Rimouski):** Mr. Speaker, I have a question for the Minister of Transport.

On November 3, 1975, as reported on page 8778 of *Hansard*, I asked the Minister of Transport some information regarding the important deep water sea port at Gros-Cacouna.

The minister gave me the following answer:

I have taken a special interest in the potential of that particular area and will be endeavouring to ensure that this department is in a position to make recommendations at an early date.

Could the minister tell the House today whether the joint study carried out by the Quebec and federal governments has been completed?

[English]

**Hon. Otto E. Lang (Minister of Transport):** I expect that study has now been completed—it was certainly due to be