

*Inquiries of the Ministry***ORAL QUESTION PERIOD****POLLUTION****CHERRY POINT OIL SPILL—ARRANGEMENTS WITH UNITED STATES RESPECTING CLEAN-UP IN WATERS OFF PACIFIC COAST**

Hon. Robert L. Stanfield (Leader of the Opposition): Mr. Speaker, I have a question for the Minister of Transport arising out of the oil spill at Cherry Point which I understand took place in United States waters but part of which has moved into Canadian waters. I assume that the minister is doing everything possible to clean it up, but may I ask him whether there are any joint arrangements in existence between Canada and the United States to deal with oil spills in those waters?

Hon. Donald C. Jamieson (Minister of Transport): Yes, Mr. Speaker. In the sense of technical co-operation between officials or special agencies of the governments of both countries there is a co-operative arrangement, and this is in effect in the case of the present incident.

CHERRY POINT OIL SPILL—POSSIBILITY OF PROTEST TO U.S. GOVERNMENT—PROGRESS ON ESTABLISHMENT OF JOINT AUTHORITY OVER WATERS OFF PACIFIC COAST

Hon. Robert L. Stanfield (Leader of the Opposition): In view of the fact that this oil spill appears to have drifted into Canadian waters, I should like to ask the minister whether any protest has been made to the United States authorities regarding their failure to prevent the drift of this spill into Canadian waters?

Hon. Donald C. Jamieson (Minister of Transport): Not as of this moment, as far as I am aware. I think the question might more appropriately be addressed to the Secretary of State for External Affairs. I might add that the drift of the oil, as the Leader of the Opposition has stated, is precisely what we had forecast. In other words, the scientific and other people had indicated that a spill there would, under certain circumstances, tend to drift into Canadian waters, and this confirms our concern over the whole project.

Mr. Stanfield: Does the minister propose to recommend to the Secretary of State for External Affairs that a protest be made, since presumably he would to some extent act on the minister's advice in this matter? I should also like to ask the minister or the Prime Minister, if this question is outside the minister's jurisdiction, whether any progress has been made on the Canadian proposal that a joint U.S.-Canada authority be established in that general area over these waters, be it the International Joint Commission or some such body? I believe such a proposal has been made. Has any progress been made regarding its implementation?

Mr. Jamieson: Mr. Speaker, in the first instance, I think it has been made abundantly clear by the government of Canada and, indeed, by this House that it is our judgment these large tankers ought not to follow the so-called Cherry Point route. This information has, of course, been conveyed to the United States government. About all I can add at the moment is that at informal discussions in Washington last Thursday I reaffirmed this view and

[Mr. Speaker.]

expressed the willingness of the government of Canada to co-operate in every way in the event the United States did not see fit to take note of our original representations.

Mr. Speaker: Order, please. The Chair will, of course, recognize the hon. Leader of the Opposition on a supplementary question, but I think in all fairness I ought then to recognize the hon. member for Surrey-White Rock.

Mr. Stanfield: Thank you, Mr. Speaker. I should like to ask the minister whether he will answer the earlier part of that long question. Does he intend to recommend that a protest be made, based on the failure of the United States to clean up that spill before the oil came into Canadian waters?

Mr. Jamieson: Mr. Speaker, I think the choice of words might be somewhat different in the sense that I will certainly, by means of the various marine channels through which I work, indicate to the parties responsible our disappointment that they have not done this as rapidly as perhaps might have been possible. On the other hand, I say that with the qualification that I believe the United States authorities were on the spot very quickly and, to the best of my knowledge and from a technical standpoint, they have been doing everything possible to prevent the oil spill from spreading.

CHERRY POINT OIL SPILL—REQUEST FOR AID TO B.C. MUNICIPALITIES AFFECTED TO CONTAIN OIL SLICK

Mr. Barry Mather (Surrey-White Rock): Mr. Speaker, I have a supplementary question for the Minister of Transport. Having in mind information I have just received that in the area affected the oil slick is now approximately one mile in length from Crescent Beach to White Rock with a width of ten feet, and in view of the fact 100 to 150 people are mobilized there trying to keep the beaches clear of the oil slick as much as possible, will the minister undertake to give every immediate aid requested by the municipalities or the people of that area?

Hon. Donald C. Jamieson (Minister of Transport): The answer to the question is an unqualified yes, Mr. Speaker. In fact, our people are already on the scene using all of the devices we had originally put in place in that area to take care of a contingency such as this.

RESPONSE OF U.S. GOVERNMENT TO RESOLUTION OF HOUSE RESPECTING PROPOSED TAPS TANKER ROUTE

Mr. Barry Mather (Surrey-White Rock): I have a final supplementary question for the right hon. Prime Minister, Mr. Speaker. Will he indicate what response has been received from the United States government to the motion unanimously approved some weeks ago by hon. members of this House, calling attention to the dangers involved in the carriage of oil through those straits, which presumably was transmitted to the United States government?

Right Hon. P. E. Trudeau (Prime Minister): Mr. Speaker, in a sense the response to the concern expressed not only by the government and the House but by many people across the country is the fact that when President Nixon