

Minister Manley consulted with the Honourable James Downey of Manitoba, the provincial Committee of Ministers on Internal Trade co-chairman, who suggested it might be helpful to review the wording of Section 9, to address the issue of possible ambiguity, so as to ensure that the legal language mirrors the provisions of the agreement.

Only Quebec has formally communicated to the government specific concerns about Bill C-88.

Alberta officials have expressed strong support for Bill C-88, while seeking some clarification.

British Columbia and Saskatchewan officials have voiced general concerns, but have not followed up with any specifics.

TRANSPORT

TRANS-CANADA HIGHWAY—PROPOSED TOLL BOOTHS IN NOVA SCOTIA—GOVERNMENT POSITION

(Response to question raised by Hon. Gerald Comeau on June 21, 1995)

The agreement announced with the province of New Brunswick and the federal government is between the two parties and does impact on any past, present, or future agreement between the federal government and the province of Nova Scotia. The province of Nova Scotia is presently discussing with the federal government how it wishes to address the transition funds to be allocated to it under the cessation of the Atlantic Freight Rate and Maritime Freight Rate Assistance subsidies. Federal cost sharing agreements alone will not cover the cost of all highway improvements necessary in any province. Each province decides how it will fund its own highways and considers in those decisions the question of whether or not it will require tolls to fund any particular highway project. That is provincial jurisdiction.

FEDERAL-PROVINCIAL STRATEGIC HIGHWAY IMPROVEMENT PROGRAM—NOVA SCOTIA—RESTORATION OF FUNDING TO DESIGNATED PROJECT—REQUEST FOR UPDATE

(Response to question raised by Hon. J. Michael Forrestall on June 27, 1995)

The Province of Nova Scotia has not approached the federal government for any further amendments to the Strategic Highway Improvement Program agreement.

Hon. Marcel Prud'Homme: Honourable senators, does the deputy leader have an idea of when my question posed on May 11 concerning the acquisition of class submarines may be answered? I asked a very precise question. The response is either "yes" or "no." Was a lobbyist involved in that transaction? I am patient, as everyone knows, but just because I am patient I do not forget. Would the deputy leader look into that matter?

Senator Graham: The answer is very definitely yes. I will urge expeditious action on this question.

ORDERS OF THE DAY

ROYAL CANADIAN MINT ACT

BILL TO AMEND—THIRD READING

Hon. B. Alasdair Graham (Deputy Leader of the Government) moved the third reading of Bill C-82, to amend the Royal Canadian Mint Act.

Hon. Marcel Prud'Homme: Honourable senators, for 32 years I have been repeating the same speech to students across Canada. This weekend I was in the Belleville-Perth-Tweed-Kingston area. I cannot understand why we are trying to pass this bill so quickly without at least asking ministers to reflect on proposals which were made on the slow and gradual Canadianization of our money.

I was greatly influenced by a man of courage in 1964. I was with him in Winnipeg in May of 1964, when, against all advice, he spoke to the annual national meeting of the Royal Canadian Legion. He said, "Ladies and gentlemen, the time has come for Canada to have an authentic Canadian flag." That was a man of courage. We know what happened across Canada after that.

On Friday, I was in the Fort-Coulonge area of what we call western Quebec. On every barn and on every street I saw the Canadian flag. Yet, I could not but remember that in 1964 we went through the most vicious debate on the flag. It was as vicious as the debate on the metric system. People seem to forget these debates. The metric system was heralded as the beginning of the French taking over the country.

I remember the flag debate. It was a turning point in my life, a time when I learned about courage. When you know you are on the right track, you go for it.