

purchaser in this field. We are anxious to help the Soviet Union or any other country sell sufficient goods in Canada so that they can become greater purchasers of Canadian products. The Soviet Union appears to be a country with which we can increase our exports considerably provided they can obtain the necessary Canadian dollars to purchase Canadian goods. I hope the minister is going to expand his efforts even further in trying to increase the trade between our two countries.

• (2:20 p.m.)

[Translation]

**Mr. Romuald Rodrigue (Beauce):** Mr. Speaker, I would like to thank sincerely the Minister of Industry, Trade and Commerce (Mr. Pepin), who has been kind enough to send us a copy of his statement in both official languages.

Like those who preceded me, I am very happy to see that Canada has come to a rather important agreement with Russia.

I am also delighted at the quite considerable trade we have had with Russia since 1956, further to the agreements signed in 1956.

The minister mentioned that wheat accounted for an important part of our trade with Russia this last decade, and that we also exported machinery, including equipment used in asbestos mining. In my opinion, this was made possible through the 1956 agreements.

In company with my colleagues, I am pleased with the renewal of these agreements, taking into account the financial gains Canada derives from them, and I hope that our commercial links with Russia will help alleviate world tension and dissipate the cold war. I believe that these agreements serve both Canada and Russia.

[English]

## ORAL QUESTION PERIOD

### POLLUTION

#### SECOND VOYAGE OF "MANHATTAN"—PREVENTION OF DAMAGE TO NORTHERN ENVIRONMENT

**Hon. Robert L. Stanfield (Leader of the Opposition):** I should like to direct a question to the Minister of Transport in relation to the proposed voyage of the *Manhattan*, to which the Secretary of State for External Affairs indicated yesterday, I believe, that Canada has acquiesced. I assume the Minister of

### Inquiries of the Ministry

Transport has not yet drafted regulations governing this or similar voyages, but is the minister in a position to assure the House that in the event a disaster should occur his department and his officials or, indeed, any technology which may be available, would be able to prevent the resulting pollution from doing irreparable damage in that area of the north? Is the minister satisfied that the technology today is such that he can give such an assurance?

**Hon. Donald C. Jamieson (Minister of Transport):** That is a rather involved question, Mr. Speaker, and some of it, I suggest, is hypothetical. I will try to answer as briefly as I can. As far as we are concerned, the ice-breaker assistance and escort for the *Manhattan* will not be provided unless there is agreement to comply with regulations which will be conveyed to the Humble Oil Company. In addition, I am sure it will be possible for us to carry out an inspection of the craft to make sure these regulations are, in fact, met.

So far as pollution is concerned, I am informed that the Humble Oil Company is a participant in the international voluntary fund and that this fund would therefore apply in terms of cost in the event of a possible clean-up.

On the final question, whether or not satisfactory technology exists, I think it has to be said that it does not exist in total form, as we have discovered. The main effort must be to make sure these spills do not occur. With the skilled people we have in our coastguard service and the experience they gained during the last trip of the *Manhattan* there is at least a reasonable expectation, one which I think is warranted, that they will be able to carry out this voyage successfully.

May I say finally that the voyage is not one through the Northwest Passage; it is confined to the eastern part of the passage and will not be as extensive as the original voyage.

**Mr. Stanfield:** May I point out, Mr. Speaker, that the first question was not hypothetical because the ability to deal with pollution is surely relevant to the policy decision. I should like to ask the minister whether he knows how much oil the *Manhattan* will be carrying and does he know how much oil the vessel was carrying the last time she was in these waters?

**Mr. Jamieson:** I do not have the precise gallonage. It is a considerable quantity, probably in the neighbourhood of three million