

namely, the pipeline portion, the portion from Prudhoe to Valdez. The Department of the Interior of the United States has produced a draft ecological impact statement on the pipeline. I am holding this statement in my hand; it runs to some 250 pages. Also, the department has published an internal paper which was leaked to the press, which runs to some 40 pages and is a critique of that report. In addition, there have been hearings held in Washington and Alaska on the draft statement. In other words, there has been a fairly thorough study of the Alaska pipeline route. I have no wish to go into the question of whether it has been adequate or not. I tend to think it could have been done better but, after all, that is a decision for the American government.

Where I think the western route—the Prudhoe Bay to Puget Sound route—has not been properly studied is the tanker portion of the route between Valdez, a port in southern Alaska, and Puget Sound; in other words, between Alaska and the lower 48 states. This has not been studied. This fact is perfectly clear from the report which I held up a moment ago, the American draft ecological impact statement. There are one or two paragraphs in it which deal with pollution at terminals, but nothing which deals with the ecological hazards of the route itself and the damage that might occur from spills in the Strait of Juan de Fuca and the Puget Sound area. All I suggest to hon. members on this point is that there is a very real risk in this area and there is need for considerable study of this risk.

I have no wish to deal at great length with the reasons I think there is a *prima facie* case of danger in this area. I refer hon. members to a book by Major Nicholson, entitled "Vancouver Island's West Coast". I also refer them to another book entitled "Breakers Ahead", by R. Bruce Scott who has studied the southern portion of Vancouver Island's coast. I would just like to give one quotation from Mr. Scott's book. He lists 55 wrecks on a portion of coast less than 55 miles long and says:

As can be seen from this record, most of the wrecks were due to human error, and despite the development of modern life-saving techniques and aids to navigation (especially radar, which permits the navigator to see in fog and darkness), ships continue to be wrecked on the "graveyard".

The "graveyard", Sir, is the portion of the coast from Port San Juan to Cape Beale. It is known to mariners as the graveyard of the Pacific and it is for this reason that Mr. Scott refers to it as the graveyard in his book. Next I wish to quote from the British Columbia "Pilot". Pilot books, I might explain for hon. members who are not from the Maritimes or British Columbia, are the reference works which captains of vessels keep on board their ships for use when approaching unfamiliar waters. I have used them myself when navigating on my own small yacht and I know how valuable they are, particularly when entering an area not well known to the mariner. The British Columbia "Pilot", the standard reference book on the subject, under the heading "Navigation" says this about the Strait of Juan de Fuca:

● (3:40 p.m.)

Navigation is simple, in clear weather; the aids to navigation are numerous and the chart is a good guide. In thick weather,

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however, owing to the irregularity of the currents and tidal streams, every precaution must be taken. The strait is liable to all those vicissitudes of weather common in these latitudes—

I would ask hon. members to pay particular attention to these words:

—and in few parts of the world is the caution and vigilance of the navigator more called into action than when entering it from the Pacific Ocean.

I think I can state that there is definitely danger at the entrance to the Strait of Juan de Fuca. I quickly add this is only one problem in that body of water. There are many miles of water between the entrance and the refinery at Cherry Point, near Bellingham, now under construction. Some of these waters are very narrow, particularly Rosario Strait, Haro Strait and Boundary Pass, one or the other of which must be used by large vessels entering the Strait of Georgia from the Strait of Juan de Fuca. We know, of course, of a tragic accident in Active Pass, a much smaller body of water entirely within Canadian waters and to the north and west of the two channels I have named, where a ferry and a Russian freighter collided with the loss of three lives last year. We know that the week before that accident, the flag ship of the Alaska ferry fleet piled itself up on the rocks and, in the words of *Time* magazine, "tried to put itself ashore, amid the trees". That was only a week before the ferry and freighter collision.

The area is not an easy one for navigation. I think there is good reason for the closest possible study of this area prior to any decision on the tanker route. That is the point I wish to make at this time. This is a dangerous area. It is in need of study. That study has not been done by the Americans and has not yet been done in Canada, although I welcome the comment made by the hon. member for South Western Nova (Mr. Comeau) who referred to the statement of the Secretary of State for External Affairs (Mr. Sharp) that this will soon be done. The importance of this is recognized by the Americans as well as by ourselves. I sincerely welcome the initiative taken by the United States Secretary of the Interior, Mr. Morton, who promised one month ago at the Washington hearings, which I attended, that he would carry out a study. He said that his department would carry out studies on the sea route. The next day the Secretary of State for External Affairs wrote to the United States government and offered Canadian co-operation. We heard earlier today that there has been an exchange of letters and that co-operation between the two countries is proceeding very well. In this regard I only say, Mr. Speaker, that the position of our Secretary of State for External Affairs in this entire affair has been exemplary. He refused to be panicked by statements of opposition members in making diplomatic protests at a time when they could do no good. He played his cards well.

Mr. Comeau: And he has not been panicked by the hon. member for Esquimalt-Saanich (Mr. Anderson)!