

to local, small retailers across Canada? Why has a special deal been given to this merchandising giant?

Mrs. Campagnolo: Mr. Speaker, I think the hon. member will feel, as I do, that that is a question for the corporation to answer. I will undertake to have them do so.

Mr. Beatty: Mr. Speaker, the minister is responsible to parliament for the activities of this corporation, and she cannot evade that responsibility. Is the minister aware of the fact that the special arrangement signed with Miracle Mart to deliver \$50,000 worth of tickets to them in a special deal is very similar to an arrangement with the food industry which resulted in the Ontario government setting up a judicial inquiry into practices in the food industry in Canada? If so, can the minister indicate why it is that Loto Canada would go ahead with a measure which discriminates against small retailers and which clearly is detrimental to the best interests of consumers in Canada?

Mrs. Campagnolo: Mr. Speaker, as several members on this side have acquainted me with this matter today, I will be happy to ask the corporation to give the hon. member the same report that I give to them.

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ENVIRONMENTAL AFFAIRS

PROTECTION AGAINST OIL SPILL FROM TANKER "KURDISTAN"

Mr. J. M. Forrestall (Dartmouth-Halifax East): Mr. Speaker, I do not want to gamble, so my question will be for the Minister of the Environment: it concerns the oil pollution situation created by the *Kurdistan*. Could the minister advise the House—it has now been five days since the accident—whether or not a final decision has been taken in this respect? Will the ship be towed out to sea and sunk or, alternatively, will it be brought into port? If so, which port and when?

Hon. Otto E. Lang (Minister of Transport): Mr. Speaker, the final decision has not been taken. Some proposals are being put forward with regard to the vessel and these are being examined. Coastguard officials, in close conjunction with officials from the Department of the Environment, will look at any proposal before a final decision is made.

Mr. Forrestall: Mr. Speaker, I should remind the minister, who comes from the heartland of this country, the prairies, that the Gulf of St. Lawrence is not the most friendly stretch of water in the world. The longer he delays the decision, the greater the danger to the contiguous land mass.

Might I ask the minister, more directly, what is the nature and level of third party liability protection that his department would insist upon with respect to salvage operations? Have we set a dollar level, or do we have a clear understanding of what protection will be afforded with respect to third party liability?

Mr. Lang: Mr. Speaker, it is because we are so very conscious of the importance of the coastal areas and the

fisheries concerned that we will take time to be sure that any proposal put forward will be examined and adjudged in the light of Canada's over-all interest.

The question of how to handle the stern portion of the vessel will involve, if it is a question of approaching the Canadian shoreline with it, an issue of potential liability. We are really concerned about the safety of the action more than the question of liability. However, the liability question is important in terms of the judgment by persons in charge of the salvage operations. That remains a part of the negotiations and discussions which are going on right now. On the other hand, the bow part of the vessel is being towed toward deeper portions of the ocean for disposal.

Mr. Forrestall: Mr. Speaker, in all honesty, we are getting nowhere with the Minister of Transport—perhaps he is not properly advised—so may I direct my question back to the Minister of State (Environment)? I understand he was in Nova Scotia over the weekend, taking a look at the situation. Can the minister give us his best guess as to where the missing 3,500 tons of oil are, and does it pose any environmental threat to our lobster and other ground fisheries?

● (1430)

Hon. Len Marchand (Minister of State (Environment)): Mr. Speaker, on the looks so far by my officials and officials of the Department of Transport, we have not been able to get a good handle on where the 3,500 tons of bunker C might be. There are a number of possibilities. If it was in a slick at some point, we feel we would have found it. A slick has been found in the last little while near the present location of the stern portion of the vessel, but it is a very small one.

The best indications we have as of now are that we do not foresee any environmental damage. Some of the guesses are that the bunker C that has escaped has possibly all been broken up and dissipated, or that it has sunk to the bottom of the ocean. As time goes on, we will be monitoring the situation. I will be pleased to give the hon. member any information I have as it becomes available.

PAYMENT OF DAMAGES FOR OIL POLLUTION

Mr. Donald W. Munro (Esquimalt-Saanich): Mr. Speaker, I wonder whether the minister is considering amendments to existing legislation which would permit parties injured by offshore spills, such as lobster fishermen, to initiate legal action and obtain compensation for damage arising from oil pollution, or are Canadians going to have to wait until the damage is done on the shoreline?

Hon. Otto E. Lang (Minister of Transport): Mr. Speaker, wherever there is a possibility of obtaining compensation for any damage done, obviously we will be zealous to pursue that. However, that obviously relates to establishing the facts of the law in relation to a specific instance.

Mr. Munro (Esquimalt-Saanich): It would seem the minister is satisfied with the law under which compensation for oil