

Oral Questions

the minister intend to make with regard to pricing to the Secretary of State of the United States?

Mr. Sharp: Mr. Speaker, the price will be in line with prices within the United States. I am sure the Leader of the Opposition would not want us to sell our oil for less than we can get for it in the United States.

REPRESENTATIONS TO UNITED STATES FOR REMOVAL OF
CHERRY POINT REFINERY TO SITE FARTHER FROM
BRITISH COLUMBIA

Mr. Barry Mather (Surrey-White Rock): Mr. Speaker, my question to the Secretary of State for External Affairs is supplementary to those asked earlier about the Cherry Point refinery. Having in mind the fact that the Cherry Point refinery is approximately 18 miles off the lower mainland of British Columbia and also the fact that the potential oil pollution from tankers is almost assured in that area, have representations been made or will they be made to the United States for either the removal of the Cherry Point refinery to a greater distance from Canada's shores, or has the subject been raised with the United States government of preventing this pollution so close to the lower mainland of British Columbia?

Hon. Mitchell Sharp (Secretary of State for External Affairs): Yes, Mr. Speaker, this subject has been raised on many occasions. As I said in answer to questions earlier in the session, the Canadian government was not opposed to the Alaska pipeline as such but was opposed very strongly and remains opposed to the pollution of those beautiful inland waters of British Columbia. Whichever way we can achieve this purpose, we will follow.

Mr. Allan B. McKinnon (Victoria): Mr. Speaker, I have a supplementary on the same subject but perhaps a little more detailed than the one just asked. Will the minister now consider the Conservative suggestion and recommend to the United States that the major terminal for the Alaska-U.S. tanker route should be relocated away from Cherry Point to less dangerous waters such as Neah Bay or Grey's Harbour, and will the government move expeditiously on this matter so that this time the request may precede the refusal?

Mr. Sharp: Mr. Speaker, I would deny the premise of the question that this is particularly a Conservative idea. This is an idea that has been floated around for a long time by many people and has been shared by many members of this party. It certainly would be one that we would explore.

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TRANSPORT

MEASURES TO CLEAR UP BACKLOG OF FREIGHT CARS AT
NORTH SYDNEY DESTINED FOR NEWFOUNDLAND

Mr. Jack Marshall (Humber-St. George's-St. Barbe): Mr. Speaker, moving to the other end of Canada, my question is addressed to the Minister of Transport. In view of the backlog of some 600 freight cars at North Sydney destined for Newfoundland and as officials of Canadian

[Mr. Stanfield.]

National Railways have indicated that the situation will persist until after the new year, what action is the minister going to take to direct emergency measures necessary to clean up this backlog and help to relieve the situation?

Hon. Jean Marchand (Minister of Transport): Mr. Speaker, the only thing I could do, of course, would be to ask Canadian National to try to clean up this backlog as soon as possible. I can ask CN what measures they are actually taking.

Mr. Marshall: After the minister has asked CN or directed CN to take action, will he make a statement on motions in the House by Friday indicating the action that is going to be taken?

Mr. Marchand (Langelier): Mr. Speaker, I will let the hon. member know what Canadian National's answer is.

STEPS TO ENSURE THAT FERRY SERVICE TO
NEWFOUNDLAND NOT INTERRUPTED IN FUTURE BY
STRIKES

Mr. James A. McGrath (St. John's East): Mr. Speaker, may I direct a supplementary question to the minister. In view of the fact this backlog is largely the result of the strike, and in view of the resolution passed at the Liberal convention and the representations by members of the House, may I ask the minister what immediate steps the government is taking to ensure that this vital lifeline to the province of Newfoundland will never again be disrupted by strikes or in any other way?

Hon. Jean Marchand (Minister of Transport): Mr. Speaker, I think this is a very important question. I believe I answered in the House the other day that, of course, workers have the right to strike in this country and I think that nobody should deprive them of that. Can we, in the circumstances, have a parallel service during an emergency situation? This is something we are going to look into.

Mr. John Lundrigan (Gander-Twillingate): Mr. Speaker, may I direct a supplementary question to the Minister of Transport. We are talking about an emergency facing the province of Newfoundland, which happens to be part of Canada. Can the minister indicate whether he is prepared to go beyond asking Canadian National Railways what they are willing to do and direct CN to make available extra service to that province in order to ensure that we do not have to wait until after Christmas to have goods delivered which have been in place in North Sydney for the last couple of months? We are talking about an emergency facing part of Canada and we are certainly not willing to accept the answer the minister has given us.

Mr. Marchand (Langelier): Mr. Speaker, that is exactly what I will be asking Canadian National. As soon as I have the report I will give it to the hon. member.