

financial arrangements. A committee was established to work out cost-sharing arrangements. One of the conditions was that wherever it was located, it would not take away from current programs at Nova Scotia Agricultural College. At a recent meeting of the Maritime Council of Premiers, Premier Buchanan of Nova Scotia said that he could not support its location in Prince Edward Island.

The departmental position is that the location is the prerogative of participating provinces, so I think it follows that, if the Atlantic provinces could agree on the location and come to us with a unanimous request, at that point they would pass the ball to the federal government and then it would be up to the federal government to take the required initiative. I would be hopeful myself that that initiative would be forthcoming.

I am not being critical, but Senator Muir and other senators mentioned the unemployment situation in the Atlantic provinces. Certainly, I believe that the construction of this college would employ some people and would be of some modest help in these difficult circumstances. So I would think it behooves everybody, in particular the leaders of the Atlantic provinces, to attempt to come to some agreement on the location of this proposed college. If that were the case, we could get together and get on with its construction.

#### OFFICIAL REPORT (HANSARD)

##### COST OF PRINTING MONTHLY APPENDIX

**Hon. Royce Frith (Deputy Leader of the Government):** Honourable senators, I have a delayed answer to a question asked by the Honourable Senator Grosart on November 12, 1980, concerning the cost of printing a monthly appendix to *Hansard*. The answer is that the cost of printing per page, for even one line, is \$71.75. There is no charge made for blank pages. The total cost for the appendix of Thursday, November 6, 1980, was \$1,363.25, as it contained 19 printed pages.

#### BUSINESS OF THE SENATE

##### CONDUCT OF QUESTION PERIOD

**Hon. Royce Frith (Deputy Leader of the Government):** Honourable senators, I have some delayed answers that Senator Olson asked me to offer to the Senate on his behalf because, as was mentioned by the Leader of the Government at the beginning of our sitting this evening, he was required to leave just shortly before 9 o'clock. I suggest that I give the names of the senators who asked the questions, and then we can decide to either delay the answer, if the senator is not here, or have it put on the record.

I should also like to associate myself with Senator Roblin and Senator Buckwold and support the Speaker in his suggestion that we try to proceed in a more orderly fashion in our Question Period. I am not suggesting that we limit the number of subjects but that under our rules certain matters could be dealt with better by way of debate.

[Senator Argue.]

#### PUBLIC WORKS

##### GROS CACOUNA, QUEBEC—HARBOUR IMPROVEMENTS

**Hon. Royce Frith (Deputy Leader of the Government):** Honourable senators, the first delayed answer deals with a question put by Senator Asselin concerning harbour improvements at Gros Cacouna, Quebec, a subject raised by Senator Asselin in October 31. It is not a long answer, but I see that Senator Asselin is not here. I suggest that it be placed on the record and then Senator Asselin can deal with it further, if he wishes. Is that agreed?

**Hon. Senators:** Agreed.

*(The answer follows:)*

On October 31, Trans-Canada PipeLines filed an application with the National Energy Board with regard to the possibility of establishing an LNG receiving terminal located at Gros Cacouna. The application relates to a receiving terminal located at Gros Cacoune, but it also provides, that should a timely decision be made to construct a natural gas transmission system in the maritimes, the Strait of Canso site would be given equal consideration with Gros Cacouna by the applicant.

The proposed regasification terminal is associated with the Arctic Pilot Project, a project to deliver Arctic natural gas to eastern Canada by LNG tanker. The Arctic Pilot Project's application also mentions that Gros Cacouna and Canso are two possible sites for the location of the regasification plant and terminal. The applicant submitted that "both locations are acceptable from an environmental, socio-economic, shipping capability and public safety point of view".

Both applications, including the port site, are currently under review by the National Energy Board. It would be inappropriate at this time to comment further on the question of the port site, since no decision or recommendation has yet been made.

Regarding the extension of the pipelines in Quebec, the Department of Energy, Mines and Resources continues to consult with TQM on the status of the project. However, regulatory decisions on the route in Quebec are the responsibility of the Government of Quebec and the NEB.

#### ECONOMIC DEVELOPMENT

##### THE BUDGET—WESTERN DEVELOPMENT FUND

**Hon. Royce Frith (Deputy Leader of the Government):** Honourable senators, my next delayed answer is to a question asked by Senator Murray. It is of wider interest. The question dealt with the Western Development Fund, who would be responsible for it, and whether it would be used to finance existing commitments.

Honourable senators, in its recent budget our government acknowledged the growing diversification of the western economy from processing of resources to the development of new industries. To this end we have allocated \$4 billion to the Western Development Fund, of which we expect to spend \$2