

Ecologists say no to American tankers

By SHEENAGH MURPHY

A proposal by the United States based Pittson Company to build a 250,000 barrel-a-day refinery and marine terminal at Eastport Maine has been the subject of controversy on both sides of the border since 1971, when the plan was first revealed.

According to a 1976 statement by UNB President John Anderson, who said he still feels the same

way about the subject, "the notion of locating an oil refinery dependant on the movement of supertankers through Head Harbour (see map) Passage is like locating a gunpowder factory next to a blast furnace."

Under the proposed scheme, crude oil for the refinery would be supplied by 25,000 DWT (dead-weight tonnage) VLCC's (Very Large Crude Carriers) in and out of Head Harbour Passage, a narrow

turbulent channel eight miles long between Campebello, and Deer Island, N.B., an area of water under Canadian jurisdiction.

A spokesperson for the Department of External Affairs in Ottawa said that the Canadian government had considered the subject some time ago and decided that the environmental risk was too high to allow giving their approval to the project. He said that presently the United

States courts are still bogged down about the issue and the Canadian Government has not changed its stand.

Dr. Anderson said that the problems associated with navigating the strip of water which the tankers would have to pass through are numerous. He said, "in the fog with radar and radio in a 45-foot Cape Islander, navigating is difficult enough to raise

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photo Tritts

Red Raider forward Steve McGinley goes for the hoop against Mountie Guard Ed Broadley, early in the first half of last Saturday night's contest at the Lady Beaverbrook Gym. Further coverage on page 23.