

this House are clear and concise. The problem is that ordinary Canadians are not familiar with the rules.

I ask this government to not only develop a public awareness program to assist petitioners in this area, but to seriously consider revising the archaic rules that determine the acceptance or the rejection of petitions.

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ROUGE RIVER VALLEY

Mrs. Pauline Browes (Scarborough Centre): Mr. Speaker, on behalf of the Save the Rouge Valley System organization, the city of Scarborough and thousands of Canadians who are working to save the Rouge Valley, I want to thank you, Mr. Speaker, for visiting the valley this past weekend. Your strong support for saving the valley as a park has helped give this issue national importance because, as you mentioned, preserving this magnificent wilderness area is in the national interest. Despite overwhelming community support for the creation of the park, and a \$10 million commitment from the federal government, the fate of the Rouge is still uncertain.

Each member in this Chamber has a duty to back up your call for action, Mr. Speaker. The Government of Ontario also must show its commitment to establishing a park in the valley. Once again, Mr. Speaker, I want to thank you for taking the time to visit the Rouge and demonstrate your support in saving the valley as a wilderness park.

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PROPOSED GOODS AND SERVICES TAX

Mr. Steve Butland (Sault Ste. Marie): Mr. Speaker, I rise today to point out yet another negative consequence of the proposed GST. There are 120 border crossings between Canada and the United States.

It is well known that commercial interests on the Canadian side of the border are adversely affected by Canadians crossing the border into the United States on a single day and weekend visits, spending millions of dollars, a situation which has become worse under the free trade agreement. We cannot be critical of Canadians seeking lower American prices, but we must express serious concerns about the long-term implications of the situation, which will be further aggravated by the 9 per cent GST.

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I offer the following examples from my own constituency as a graphic illustration of this situation. One service station has suffered a 400,000 litre loss in the past year; \$250,000 is spent on groceries each week in Sault Ste. Marie, Michigan; single-day visits number 840,000 for the first nine months of this year. How many more examples does the government need? I call upon the government to scrap the GST.

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AGRICULTURE

Mr. Brian O'Kurley (Elk Island): Mr. Speaker, in Elk Island and across western Canada agriculture is an important part of our economy. Successful agriculture means more than just successful farmers. Successful agriculture means jobs in fertilizer plants and farm implement dealerships. It means successful small town businesses and thriving world communities.

We all depend on a healthy farm economy. When our farmers were faced with falling international grain prices, our government responded by injecting almost \$12 billion into our farm economy. When the west was faced with a killing drought, the Government of Canada responded to keep our farmers in business.

Yes, the Government of Canada is committed to our farmers, but the fight is not over. More work has to be done. Let us work together to development of a long-term plan to manage our farm economy. The Minister of Agriculture must take the lead in developing a vision for Canadian agriculture in the future. Let us all work together to build a stronger farm economy. Let us all work together for a better Canada.

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SAFETY REGULATIONS

Mr. Lawrence MacAulay (Cardigan): Mr. Speaker, the imposed safety regulations drawn up by the Coast Guard division for vessels under 15 tonnes are highly impractical and expensive for Prince Edward Island fishermen. These safety devices could cost the fishermen in excess of \$15,000 and would take up so much room on the vessel there would be no room to fish.

The regulations have obviously been drawn up by people unfamiliar with the P.E.I. inshore fishery. The new regulations will require P.E.I. fishermen to have a different vessel for every different species fished. In spite of a series of meetings between the Coast Guard and fishermen, the regulations have not yet been