

develop for themselves the capacity to move their goods to market in their own ships.

● (1740)

Many countries signed a United Nations resolution; indeed about 80 per cent of the countries concerned with shipping signed it but Canada did not. One of the reasons was consideration of the economics of developing our own facility rather than buying it from those in the business of selling transportation. This has produced in Canada, as elsewhere, the large lobbies that I think have been very influential with our civil servants who were largely responsible for developing this legislation. The bill is really only a modernization of some existing legislation, and has not come to a legislative decision that we are to have a Canadian shipping industry and navy.

There are those who contend it is not possible for Canada to develop a maritime capability, but it should be remembered that during the last war Canada was able to handle about one third of the world's shipping mainly through the Liberty ship program. There was no other way to move our goods across the ocean. But it was surprising how the friends of C. D. Howe decided shortly after the war that there was no place for Canada in international shipping. The ships were sold to Onassis, and some of them are still plying the seas and coming into Canadian ports. We have the ability, Mr. Speaker. There is an immense amount of unemployment in the maritimes but I am sure people still have the skills and the facilities necessary to build ships that would be needed for a Canadian coastal trade if such were included in this bill.

While we are getting rid of the grandfather clause we are in effect eliminating the Commonwealth preference within a five year period but we have not done anything to get rid of the licence that would permit foreign ships, Commonwealth or otherwise, to ply the waters off our coasts. That is unfortunate because I think we are ready to go into that ourselves. We should also give consideration to the next step, international trade. We could buy tankers to move some of our oil. I see the Minister of Supply and Services (Mr. Goyer) in the House and I am sure he will remember the time when we faced a great shortage of oil and hired a tanker to bring oil from western Canada to eastern Canada. Nobody was too sure whether the ship could stay afloat, it was in such poor shape, but we had to take a chance because there was no alternative. I do not blame the government in that case, but I think it is a disgrace that a country with one of the largest coastlines in the world should not have one tanker.

About a year ago I spoke to the engineer of a tanker which was lying at Freeport. He indicated that it had not been to sea for six or seven months and was going into drydock for refit at a cost of \$1½ million. He did not think there was any advantage in putting it in drydock because he did not see any future for that relatively small tanker. The tanker's last trip had been to Quebec City in winter, bringing oil from the Caribbean. The engineer was of the opinion that Canada could get a real bargain in that tanker and a number of others that were lying offshore. They could be used in emergencies if we needed them. There was nothing wrong with this particular tanker that \$1½ million would not correct, but it was too small for international trade.

### *Maritime Code*

Some members may be surprised to learn that Japan has on the drawing board a tanker capable of carrying a million tons of oil, and already there are a number of ships on the high seas capable of carrying half a million tons of oil. This small tanker that came into Quebec City is available if our government should see fit to buy it. However, we have not made the decision to develop a merchant navy.

Workers in the area of maritime trade will be interested to see if we take the step of ensuring that the Canada Labour Code applies to every ship that is issued a licence to participate in our coastal trade. I do not know whether the government believes that Canadians can compete, but I believe they can and that they have proven it in the past. If people are employed at a dollar an hour on a foreign ship under a flag of convenience while Canadians demand \$4 or \$5 per hour for the same job, not many shipping companies would be willing to compete. We should demand that companies operating under licence comply with the Canadian Labour Code and I would suggest that they also carry the Canada Labour (Safety) Code.

I do not come from a coastal area, Mr. Speaker, but from inland—

**Mr. Munro (Esquimalt-Saanich):** Land-locked.

**Mr. Peters:** Not quite land-locked. When I have a new riding under my jurisdiction it will have the only salt water port in Ontario.

Most of the sailors who were part of the Canadian merchant navy during the last war and those who manned the naval ships, came from the prairies. They had never seen salt water in their lives.

This country has an extensive coastal area and most Canadians acknowledge that shipping is important to us if we are to be competitive in export trade. I think most Canadians would agree that it is desirable to establish a Canadian merchant navy and international fleet, and to do so we must start with our coastal areas. We have now established a 200-mile fishing limit and are talking about establishing the continental shelf as the edge of our fishing zone but, Mr. Speaker, we do not have ships that will go out that far. We have, under the Canadian flag, three or four ships registered which are capable of going to the edge of the continental shelf. We should develop additional capacity in this field.

● (1750)

I strongly urge the referral back to committee of this bill. We should require the Canadian Labour Code to apply not only to ships of Canadian registry flying the Canadian flag but to ships operating under permit in our waters. This provision should apply to Commonwealth ships and to foreign ships operating in Canada under the permit-system. Nothing less will satisfy Canadians who want to see the Canadian merchant navy flying on ships plying our coastal waters and the oceans of the world.

**Mr. Donald W. Munro (Esquimalt-Saanich):** Mr. Speaker, one should not be surprised at the manner in which this bill has been sneaked back into the House, despite previous undertakings. I suppose that this sort of thing has become part of our way of life around here. Certainly it is par for the course for the government to