

Finally, the purpose of this legislation is to provide for costs of the federal Crown to repair or remedy any condition or to mitigate any damage, and for their recovery. This is why I think the Minister of the Environment could very well find herself involved in this particular operation. It is under the Department of the Environment in association with the Department of Transport that the clean up operations, particularly respecting oil spills, must be undertaken.

So I do not think it is a matter of surprise that the Minister of the Environment should have introduced this legislation. It could have been the Minister of Transport (Mr. Marchand) or, as my hon. friend suggested, perhaps the Secretary of State for External Affairs (Mr. MacEachen). Basically the object of the bill is to ensure that there is no pollution, but if something is to be done about it, that is an environmental problem.

Now I should like to comment on dumping in general terms. There is one piece of information which I think is well worth putting on the record for those who are busy talking tonight, and who will perhaps read the record tomorrow. There is a rather interesting bit of information which I discovered in my reading over the weekend. I have managed to get hold of a copy of Noel Mostert's "Supership", and account of the construction of super tankers, the problems of living on them, of loading and unloading them, the problems of their navigation, and so on.

I was struck by one particular paragraph in chapter seven of this book which deals with what is left behind in a supertanker, clinging to the walls or the floor of the tanks as they are being discharged. It is rather a frightening thought when one considers what happens to this particular material that is not pumped out of the vessel when it is being unloaded. A vessel carrying 200,000 tons of crude oil will leave behind clinging to the walls of the tanks, one per cent of its cargo, or 2,000 tons. What happens to that crude? If it is left in the tanks, it will generate gases and create a danger for that ship. Ships have been known to disappear following an explosion of this source.

What is happening is that these tanks are sluiced down with water at high temperatures, and when the ship gets far enough out from shore, the tanks are sluiced out and what is left is dumped out into the sea. This is what Noel Mostert is complaining about, and this is what we should be complaining about. It is also worth recording that this same Noel Mostert once sat in the press gallery here. So I commend this book, not only because it was written by a former member of the press gallery but also because it contains a great deal of information that is valuable. The book is well written, and it is readable. It is written on a subject which we should all know about in present circumstances.

Let me come back to the sluicing of the tanks of the supertankers and what happens to the remains. They are thrown out to sea. We are talking about shortages of crude these days. I think measures should be taken to recover what is left of the crude and to have the tanks pumped while the ship is still in port, or preserved and unloaded into a barge that could accompany the ship as it sits out to sea. Some means must be found to recover this discharge,

Adjournment Debate

which is noxious, toxic, and causes the pollution that brought about this particular convention.

I will not get very far into this bill tonight, I can see, Madam Speaker. Under the definitions, for example, I find on page three the following:

For the purposes of this act, "the sea" means

- (a) the territorial sea of Canada;
- (b) the internal waters of Canada other than inland waters;
- (c) any fishing zones . . .
- (d) the arctic waters . . .

The arctic waters are well defined in the act. The bill goes on to read:

- (e) any area of the sea adjacent to the areas referred to in paragraphs (a) to (d) as may be prescribed;

In passing I might mention that paragraph (d) which reads "as may be prescribed" is obviously a typographical error and the subsequent paragraphs (f) and (g) should be relettered. There was another definition which occurred in answer to a question of mine not long ago when I was tracing the saga of that magnificent ship *Answer*, which would answer to no call. Not even the Solicitor General (Mr. Allmand) could bring it back. But it looks as though I shall have to call it ten o'clock, Madam Speaker, and there is no answer.

PROCEEDINGS ON ADJOURNMENT MOTION

[English]

A motion to adjourn the House under Standing Order 40 deemed to have been moved.

PUBLIC SERVICE—INQUIRY WHETHER PROSECUTION OF ILLEGAL STRIKERS WILL EXTEND TO UNION OFFICIALS

Mr. Robert McCleave (Halifax-East Hants): Madam Speaker, I should like to float an idea here this evening and I will smuggle it onto the floor of this chamber by the use of my dissatisfaction with the answer given by the President of the Treasury Board (Mr. Chrétien) to a question of mine the other day. Actually I did not expect anything different from what the minister had replied to me and, given my comic nature, I did not pursue the question with three or four others which would really have shown what I had in mind. But I would like to take the opportunity for a few minutes this evening to leave the hon. gentleman with at least something to think about. I do not expect an immediate reply from him.

My question arose from the recent strike of the blue collar employees and was prompted by two facts. One was that the Public Service Alliance of Canada in its battle with the federal government used as shock troops the employees who did maintenance work. Many of us on our week end forays into our ridings—if we managed to get there at all—were treated to the spectacle of airports jammed with people who were simply not able to travel, as they had normally expected, over one of the busier seasons