

oil in the Arctic and the desire of powerful oil interests to get a piece of the action. We in this party believe we should seek international agreement as speedily as possible with regard to jurisdiction over the Arctic and the extension of our territorial waters. But in the meantime we strongly support the government's position that we should not be expected to wait while pollution continues and while our fishing areas are exploited merely because the law of the sea has not kept pace with changing events. The time has come to assert our basic rights while at the same time indicating our willingness to co-operate in working out international conventions which are viable in the light of modern technology.

May I also say a few words about some of the things we in this party think need to be done. Let no one think the problem of pollution of the seas and territorial waters will be solved by the passage of these two bills. First of all, the legislation in question deals almost solely with the pollution of Arctic waters by ships, with the exception of a very vague provision in clause 10. What about pollution by oil drilling rigs?

Mr. Chrétien: That is mentioned.

Mr. Douglas (Nanaimo-Cowichan-The Islands): What about the matter of gushers and wildcat wells? What about the construction of oil pipelines? It seems to me, if we are to deal with the problems of pollution on the mainland of the Arctic, the bill will have to be much more specific and have a great deal more teeth than are to be found in clause 10. This is a matter which can be discussed when the bill is before the committee.

I would also point out that the control of ships entering the Arctic waters should, in our opinion, be extended to cover our coastlines on the Atlantic and the Pacific. Our experience with the *Arrow* and the pollution in Chedabucto Bay ought to be a warning to us. On the Pacific coast, in my constituency, almost every day old tankers come into the ports. Some of these are not seaworthy. Some of them are rusted and some of them dump oil in the harbour. There have been many complaints, and in one or two cases where it was possible legal action was taken against the companies. However, in many instances the ships were gone before any action could be taken. It seems to me prevention of pollution in the Arctic is commendable, but the neglect of our eastern and western coastlines where the bulk of shipping is concentrated would be deplorable. I hope the government is to provide for the same kind of

legislation in respect of our two coastlines that is now being provided in the case of the Arctic.

Mr. Chrétien: I mentioned that in my speech.

Mr. Douglas (Nanaimo-Cowichan-The Islands): But the difficulty is that it is not contained in this legislation. We have some unhappy memories of ministers mentioning things and then nothing happening. I would have liked to have seen legislation to deal with this very immediate problem. If tankers are to enter Canada's territorial waters there is no reason they should not be required to meet certain standards. There is no reason, if they are to go through difficult areas, they should not be required to take on a Canadian pilot and have complete, up-to-date charts so that some of the accidents which have occurred will not be repeated.

The 12-mile limit should be measured by base lines drawn from headland to headland. I should like to remind the minister, Mr. Speaker that after the lapse of several years some of these base lines have not yet been drawn. I think Canadian fishermen are entitled to the protection of a law which was passed by this Parliament and which the government has been inexcusably slow in putting into effect. I hope the government will not only see that the fishing industry is protected by having these base lines drawn but that the extension of the territorial waters to 12 miles will be speeded up by having these base lines clearly indicated.

Mr. Stanfield: You will get it by 1985.

Mr. Douglas (Nanaimo-Cowichan-The Islands): I should like to close by saying the government has taken the first important step in the war against pollution in the Arctic. We will give the government unreserved support in passing this legislation. We remind the government, however, that this bill constitutes merely a declaration of policy. The effectiveness of this legislation will depend upon the extent to which the government administers it and the degree to which it enforces the provisions of this legislation with aggressiveness and tenacity. I would remind the government that our unanimous support for this legislation will turn to bitter condemnation if the government weakens under pressure, from whatever quarter that pressure may come. If the government thinks that incurring the wrath of Washington makes it uncomfortable, I can assure the members of the government that their present