

which affect the fishermen in my constituency and the facilities afforded them. I hope the government will, indeed, take action to correct these inequities.

**Mr. Harry Olausson (Coast Chilcotin):** Mr. Speaker, as a new member I have been impressed by the rituals and by the debates in the House of Commons. There is no doubt that the debates in the House play an important role in expressing the feelings of all parts of Canada through their elected representatives. As a new member from British Columbia it has been my privilege to meet members from various parts of Canada, most of whom, I am sure, are deeply concerned about the problems of their constituencies and the direction in which the country is headed. It is also my privilege, as a new member, to deal with the problems of my own riding and to take the necessary action.

A riding as large and as diversified as that of Coast Chilcotin has, no doubt, a diversity of problems some of which are brought to the member's attention to be dealt with as effectively as possible. I will touch on some of the problems in my riding, but first of all I would like to express my concern on one particular issue of interest.

Mr. Speaker, a good, reliable transportation system is the lifeline of a modern, civilized, industrial nation such as Canada. We have seen how transportation played a remarkable role in the opening-up and development of western Canada. We have seen how this country developed and grew as a result of the growth of a modern transportation system which enabled this huge country of ours to remain united in spite of the vast distances that separate the east from the west and the north from the south. We owe our existence as a sovereign nation to those who have struggled, sometimes under harsh conditions, to build, maintain and operate a transportation system which, despite some of its current shortcomings in many areas, can justify our sharing a sense of pride with all Canadians in the fulfilment of our national dream.

However, this pride gives way to a sense of guilt and shame when we consider that this country, one of the world's largest exporting nations and one of the most industrialized, has practically no merchant marine to speak of other than those ships engaged in coastal and inland waters. As an ex-merchant seaman, I am vitally interested in seeing this country develop a merchant marine, not only for economic reasons but also to give us a sense of pride in and respect for the maritime traditions which have been part of this country's development since the early settlers first arrived in Canada.

The subject of a Canadian merchant marine has been raised many times in past sessions of the House, and will undoubtedly be raised again in this and future sessions until such time as the matter can be resolved in accordance with the wishes of those who have repeatedly brought up the issue on their own behalf and on behalf of those who are interested in seeing the establishment and development of an active merchant marine. As a first step toward this goal, it is my feeling and the feeling of other concerned parties that the Darling report on the coastal trade of Canada and related marine activity must be implemented without delay.

#### *The Address—Mr. Olausson*

Considering that services traditionally provided by Canadian ships and Canadian workers have been transferred to foreign flag vessels which are built, manned and supplied by other countries and are exempted from Canadian taxes, safety codes and labour standards, it is my fervent hope that members of this House will join me in endorsing the main recommendations set down in the report.

The first is that the Canadian coastal trade should be reserved to Canadian flag vessels only. Adoption of this recommendation would result in the employment of an estimated additional 40,000 seamen and shipbuilding workers, and would assure Canadian control over domestic shipping and Canadian sovereignty in our coastal and Arctic waters. Second, the development of resources in the Arctic and the offshore areas should contain conditions on the extent of use of Canadian shipping to be required. This policy would result in substantial participation of Canadian shipping and would be a logical part of any campaign to restore a Canadian flag, deep sea merchant marine. Third, the policy of issuing permits should be directed as far as possible toward replacing foreign vessels by Canadian vessels. Permits to non-Canadian flag vessels should be given only when Canadian vessels are either unavailable, insufficient or inadequate for the purpose. This policy would encourage the development of sufficient Canadian flag tonnage to handle all coastal trade requirements. Fourth, the reservation of coastal trade to Canadian flag vessels should extend to other marine activities, dredging, salvage, seismographic, supply and support vessels in offshore drilling.

It is recommended that marine activities in connection with the economic exploitation of the continental shelf be placed in the category of coastal trade and other marine activity which would be reserved to Canadian ships. It is unthinkable that the exploitation of Canadian resources should take place without the full coverage of Canadian law. It is also desirable that any exploitation of these resources provide the maximum return to Canada.

• (1630)

Fifth, government assistance to new industries in the marine sector should have attached to it conditions on the extent of use of Canadian shipping to be required. There is no doubt that shipping policy needs to be fully integrated into regional development policy, as recommended in this report, since shipping itself is one of the most likely possibilities for regional economic development, especially in areas such as the east coast.

It is my belief that there must be continual demands for a review of Canadian shipping policy, not only with regard to the coastal trade as recommended in the Darling report but with regard to the possibilities of a deep sea merchant marine. These studies, both of the coastal trade and of the deep sea fleet, are a necessary prelude to any development of an effective policy for the shipbuilding industry. Besides the many economic advantages to be gained from the development of an active Canadian deep sea merchant marine, this country would see to the training and development of a new generation of merchant seamen dedicated to Canada's maritime traditions, traditions that have played a very essential role in the growth and development of this country.