

• (1720)

It allows the establishment of fees under the Aeronautics Act. In flying around in the northern part of the country, either in the provinces or in the Northwest Territories, one depends entirely upon the navigation assistance available to one at no charge. Is that going to be charged? Or, is any kind of flying assistance going to be charged? At the moment, no, but if the government decides that it wants to eliminate the deficit fast enough, it may charge for the air one uses, as it has some responsibility for it.

There are multiple services that are made on agricultural products. With regard to inspection fees, if one is selling grain, there are grading responsibilities and the grain commission. There are inspection fees for meat and seed grain, the certification of seed grain, the certification of particular breeds of animals, and the importing inspection. All of those are services which have been sometimes charged for, but, most often, not. This would allow Treasury Board to start charging for all of those services. It should charge at the level that it thinks the traffic can stand.

I am sure that the government thinks it is being reasonable, but the people who really know what is going on are the people who are working with these agricultural products. The Department of Agriculture would be the logical people to do it. I would hope that it would do it jointly. When done under the Department of Agriculture, it is required to put it as part of the appropriation bill. This does not even require that. If I understand this correctly, it will no longer have to be made part of that appropriation bill as it is presently.

Under the Canada Pensions Act, the Unemployment Insurance Act, the Financial Administration Act and the Petroleum and Gas Act, Part III is repealed. This leaves me at a loss because I do not know what Part III is. That is the kind of thing we are being faced with. This bill came out a couple of days ago. No one has been able to go through it as thoroughly as we should have been able to do.

One section refers to the national parks and determining or describing the manner of determining fees, rates, rents and other charges for use of resources and facilities in parks for issuance of licence and permits for the provision of service materials and works. That is going to

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become part of the responsibility of the Treasury Board. Is the Treasury Board the place where that should be? I think not.

In the case of the Canada Shipping Act, for instance, is de-icing a harbour going to become one of the things that is chargeable? Is search and rescue going to be one of the areas that is going to be chargeable? If one's husband disappears while out at sea, is the seaman's wife going to be charged for search and rescue? Under this act, it is possible.

Mr. Francis G. LeBlanc (Cape Breton Highlands—Canso): Mr. Speaker, I am happy to participate in this debate on Bill C-91, the amendments to the Financial Administration Act and other acts in consequence thereof.

I recognize, as do other members of my party, that this bill is primarily a housekeeping measure. Essentially, it implements in the way the federal government manages its finances, its cash, and its billing procedures and collection of accounts, recommendations which have been already made over the last few years by the Auditor General, the Comptroller General, and the public accounts committee. Therefore, it modernizes and brings up to date various aspects of the financial management activities of the government. In that respect, we are certainly not opposed to that practice.

However, there are a number of aspects of the bill which lead to questions, particularly as they interact with the whole regulatory process of the government. Here we have legislation through which the government presents its policies, some of which involve increased taxes or increased charges of user fees and which are debated here on the floor of the House of Commons, and in many other areas, particularly those that have the designation of Governor in Council or approval through Treasury Board, through Governor in Council or which, in effect, involve regulatory changes. They do not get debated on the floor of the House of Commons necessarily, but in fact are introduced quite surreptitiously by pre-publication in *The Canada Gazette*. Following a short notice period, they then become regulations and have the force of law for those people who are affected by them.

Some of these regulations can be very complex and can be very difficult for the member of Parliament and for professionals, let alone the ordinary Canadians, to un-