into the Atlantic Ocean. The sludge runs down the rivers of Manitoba. A couple of weeks ago there was concern about a big slick. There is black oil all over the beaches of White Rock in British Columbia.

An hon. Member: Black Rock.

Mr. Wenman: They are now calling it Black Rock. In spite of all this we still have no over all water policy.

I have always wanted to know how all this piecemeal legislation fits into the over all plan. When I questioned the minister in the House about our over all policy and how this all fits together, the minister said there is no over all water policy. Surprisingly, the Prime Minister (Mr. Trudeau) agrees. He says it has not yet been decided. It is time the Prime Minister and the minister decided what is to be the over all policy for Canada. They should lead the world in this way. After all the glowing words and magnificent speeches across Canada and throughout the world, they come home to a country which has no water policy.

Mr. Marchand (Kamloops-Cariboo): Why don't you stick to the bill?

Mr. Wenman: The hon. member knows there is no policy and it bothers him. I enjoy his glowing remarks. I also look foward to hearing the minister's response.

The basic weakness of this bill is that it is piecemeal legislation. It does not tie in with an over all policy. I have only been here since last July 8, but since then I have been trying to find out from the minister how this all fits together. She will not tell me.

Mr. Marchand (Kamloops-Cariboo): Read the Arctic waters pollution bill.

Mr. Wenman: I know the member from British Columbia is concerned. British Columbia has one of the longest coastlines in the world. We have the most to lose. However, we have the most to gain if this bill becomes more than just a paper tiger.

The good member from British Columbia talked about the problem of tanker routes. Is this legislation an admission of defeat with regard to tanker routes on the west coast of Canada? Is it a softening of the resolve of the minister and the government to stop that tanker route along the coast of British Columbia? Have we stopped making representations? Will this be regulated in some other way? I hope not. I hope that this legislation was born out of the resolve and ideals expressed by the minister in the speech from which I quoted. I hope it is this kind of motivation which drives her on, rather than a concern that it falls short. I hope this is more than an expedient sop to those asking the minister for action with regard to the tanker route. I hope the minister's resolve will continue.

The minister heard two members from British Columbia express concern regarding tanker routes. How does that relate to the bill? Will the bill give the minister authority to stop those tanker routes? We want an answer from the minister.

Mr. Marchand (Kamloops-Cariboo): Mr. Speaker, I wonder if the hon. member would permit a question.

Dumping at Sea

Mr. Wenman: I would be very pleased to answer a question.

Mr. Marchand (Kamloops-Cariboo): Can the hon. member give us some idea how to stop these tankers from going down the coast in international waters? If he can answer that question, he will be telling us something.

Mr. Wenman: I would say that at the present time we are working for an international law at the Law of the Sea Conference. I hope that will eventually be acceptable. The control will come that way. I like to think the Government of Canada has some impact in the Congress in Washington. Canada will be supplying energy resources, be they coal, oil or whatever, to the United States. We are currently selling, will sell, or will share these with the United States, as expressed in their continentalism policy, which I do not like. As we share those resources, the United States has an obligation and a responsibility. I believe this government has negotiating power to gain what is right for Canada.

There are diplomatic tools. The Secretary of State for External Affairs (Mr. MacEachen) and the Minister of National Defence (Mr. Richardson) should be involved in some way. We need a government policy that goes beyond the piecemeal approach of this legislation and the piecemeal approach of the cabinet. Ministers are not co-ordinated to work together on issues such as the tanker route.

The minister was recently in Washington. What pressure did she bring to bear with regard to these tanker routes? Perhaps she will tell us this evening what she said to the American environmental officials and to the President of the United States. What have the Prime Minister and the Secretary of State for External Affairs had to say about this? It has been too little to satisfy the British Columbia members in this House.

The tanker route question is very significant. The parliamentary secretary stated in his speech that it in some way relates to this bill. I believe it was the parliamentary secretary who said that even when these tankers are unloaded, there are still 2,000 tons of oil in them which have to be flushed or washed out and dumped somewhere.

This kind of legislation is sort of related to sin. Prior to the Reformation people would pay and their sins would be forgiven. This legislation is similar to that. You pay to pollute. You buy the permit and are able to pollute. Another thing wrong with the bill is that there is no authority under international law to enforce this law. Even if we pass this bill it will not have international support. It will not apply to the high seas unless there is some accord. There is no authority for policing at the international level.

If this cannot be policed at the international level, how are we going to police it at the local level? We must rely on our national sovereign authority. However, how can we rely on that when we do not have an adequate force to police the three-mile limit? We cannot protect our own fishermen inside that limit. Therefore, how are we going to protect 12 miles or 200 miles? When we ask the Minister of National Defence about this, we are told that the military is being cut back. This is being done at a time when we should be increasing surveillance.