

great many cases they store them at marinas. In some cases they may leave them at their own cottages, but they go back to their own country at the end of the tourist season. However, they use their boats each year.

There has been no change in regulations, but it seems that now people will have to adhere to the letter of the law. Every American who owns a boat is either going to pay duty or take his boat back to the United States by October 1. This is my information. It certainly seems to be a hardship. A great many people are up in arms. Marina operators who get a good deal of business are up in arms. This matter was brought to my attention by a marina operator.

I am aware that marina operators did put pressure on customs and excise to have this regulation enforced so that they could sell more boats to Americans. A great many Americans buy boats in my area and have them serviced and stored there. There is no problem with that, but it would take a battalion to search out all the American boats that have been in this country for years and years. Everyone is aware that boats carried on trailers are heavy and contribute to higher gasoline consumption, and this is what will happen if they have to be brought back and forth each year.

**The Acting Speaker (Mr. Turner):** Order, please. I have to inform the hon. member that his allotted time has expired.

**Mr. B. Keith Penner (Parliamentary Secretary to Minister of Indian Affairs and Northern Development):** Mr. Speaker, under customs regulations a non-resident may import an automobile, pleasure craft, and personal baggage for the length of his or her visit to Canada, but at the conclusion of the visit, goods imported in this manner must be exported. However, realizing the inconvenience that could be caused to non-resident visitors by insisting that their pleasure craft be exported at the conclusion of each visit, the department has, over the years, allowed pleasure craft to remain in Canada during the summer or vacation periods under permit. The foregoing concession has been granted to persons renting or owning seasonal residences in this country as well as to individuals who have yachts and secure storage at marinas.

Over the years repeated requests were received by the department to allow the off-season storage of pleasure craft in Canada. In recognition of the potential benefits of this storage to Canadian marina operators, a procedure was introduced in accordance with national legislation whereby a temporary admission permit would be issued in instances where a unit remained in Canada at a bona fide marina or recognized service depot for repairs or overhaul purposes. Although few problems were experienced with the introduction of this practice, some abuses were identified where, for example, equipment of all kinds would be stored in Canada, often without any need of repairs and occasionally at locations other than marinas and service outlets.

Unfortunately, the situation has now reached the point where we must re-affirm the intent of the original regulation and limit winter storage permits only to those non-residents who are having their equipment repaired at bona fide marinas.

### *Adjournment Debate*

With respect to the importation of food into Canada by tourists, the present regulations entitle the visitor to this country to import a two day supply of food free of duty. A visitor may, of course, import quantities in excess of this, provided, of course, he pays the duties and taxes. It should be pointed out that customs officers use some discretion to extend a certain degree of latitude.

The regulation which allows foreign visitors to import two days food for each visitor is extended to allow him or her time to locate local sources of supply. The predominant concept of tourism of course is the belief that the visitor will avail himself of the goods and services of the country in which he is visiting. The rationale behind the present regulations is to encourage the purchase of foodstuffs in Canada, foodstuffs which, in large measure, are produced, manufactured, and distributed by Canadians and Canadian enterprises.

Like the hon. member I represent a constituency where the tourist trade is important. The rationale to which I referred is one which I accept and applaud. Upon reflection I am sure the hon. member opposite will do likewise.

#### ROYAL CANADIAN MOUNTED POLICE—INVESTIGATION OF OPERATIONS OF BANK OF MONTREAL IN VANCOUVER—REQUEST FOR REPORT

**Mr. Benno Friesen (Surrey-White Rock):** Mr. Speaker, on April 19 I raised a question with the Solicitor General (Mr. Fox) regarding the activities of the commercial crime section of the RCMP in the Vancouver area investigating an alleged illegality involving the Bank of Montreal in Vancouver as it affected a constituent of mine, Mr. Larry MacHale. The reason I asked the question is that it seems that the commercial crime section investigates over and over again. I have to admire the members of the police force for their willingness to carry out investigations ad infinitum.

● (1810)

It seems that the Solicitor General becomes fidgety if we ask him in the House how the investigation is going. His attitude is that, because the investigation is under way, we should not talk about the matter. Mr. Speaker, those are the stonewalling, Nixon-like tactics the Solicitor General uses in this House. Instead of clearing the reputations of people, he says we should not talk about the matter. I agree that if it were before the courts we should not discuss it, but since it is only in the investigation stage I do not see why we should not raise it. I say it is time we gave some of the people involved a chance to clear their names.

I understand that some of these matters have been on the books of the force in Vancouver for three years. How long is the department supposed to investigate? Allegedly, every time the investigation proceeds to a certain point the troops are called off and told to look into the question no more.

Sooner or later we must know the answers to certain fundamental questions. For instance, is the RCMP in Vancouver so woefully understaffed in its commercial crime section, that it