

Maritime Code

believe this point was clearly made to them. I am very surprised that in light of the subject matter of these meetings this bill would be presented again now before June 30, and particularly in light of the correspondence received from a member on the other side.

West coast industries are completely opposed to rule by regulation when it is not necessary. There are all kinds of examples which show that this has caused nothing but trouble. One in particular that recently came to mind involved the Financial Arrangements Act as it applied to post-secondary education. This was a statute that the province of British Columbia agreed to, and as soon as it was agreed to and the statute was passed, officials started to work on regulations. The federal government wrote each of the ten provinces asking for a definition of post-secondary education. The government accepted three different definitions and did not advise the other provinces. The sum and substance of that kind of treatment in the west is that on a per capita basis in respect of that one transfer alone the province of British Columbia was short changed \$290.8 million. Another eastern province gained \$448 million through that hidden regulation or that definition that was not shared equally across Canada. You wonder, Mr. Speaker, why we do not trust them down here! How much do we have to take in order to feel a part of this country?

● (2030)

I have other examples of regulations here in Ottawa whereby fines are imposed unevenly. Fines are imposed on individuals and small organizations, while large organizations which should be fined for the same infraction are overlooked. As an example I speak of GELCO and its failure to file under CALURA. While the Department of Consumer and Corporate Affairs is fining a bunch of little people it overlooks the fact that GELCO is guilty of the same thing. This is another example of the reason we mistrust rule by regulation. Where do we get assurance from rule by regulation that fines are not bestowed on those in political favour? This is something that has the backs up of people out west because they do not know how to play that game. What we are in the regulations—

An hon. Member: Is a shafting.

Mr. Huntington: —is a shafting. You bet it is. We are just building another bureaucracy, when we should give the industries operating on the west and east coasts a chance to plan for the future.

A few moments ago I spoke of the cruise industry. Those ships run for a short period of time. The charters must be arranged anywhere from two to four years in advance of the time the passengers go abroad. Who in his right mind would enter into commitments with the penalties involved in charters unless he knew exactly where he stands in this regard? Why not cover these regional needs in the act? This Bill C-61, as I read it and as I look at the telegrams and everything else that the Minister of Transport circulates, is a Great Lakes bill and an SOU bill. Very little consideration is being given to other interests.

In my area I have probably more shipyards than there are in any other riding on the west coast. I cannot count the number. They are large and small. They are extremely skilled, with a very high degree of technology. Those ship-

yards today are in real difficulty. Their work forces are low. If the Burrard Shipyard did not have the two ice-breakers it would not have work for its skilled workers.

The Vancouver Shipyard, thinking it was going operational, expanded the yard. The employees say they are the highest paid tradesmen there are, but there is no work for them. That yard today cannot build its own equipment. It can have that equipment built in Korea at 42 per cent less than it would cost them to build it themselves in their own yard. There is something seriously wrong with our priorities when we try to impose something on the citizens of Canada which has no relation to the cost involved with the same industry in other parts of the world.

We are very generous in respect of foreign aid; we are up to .7 per cent of our GNP, and some people would have us go as high 1 per cent. We are very generous through CIDA which is a soft loan organization giving aid to offshore countries. In EDC, the Export Development Corporation, we have a hard loan lending fact for the development and assistance of Nations less developed than Canada. Today in the House I have heard speeches in which we have been chastised for utilizing labour from Third World and less developed countries than Canada on ships which carry our goods. Surely that is a form of aid if we ourselves cannot compete.

I could tell stories about how we are building very technical high horsepower units to service the oil platforms in the North Sea. Those ships were built with Canadian technology and are of Canadian design. We have every right to be very proud of our ability to build and design equipment for coastal work, towing services, and offshore exploration rigs, but can we man those Canadian ships and vessels with Canadian crews to service the North Atlantic? No. Those Canadian ships of Canadian design are manned by crews from the Scandinavian countries. Not only is there a cost factor involved, but we have difficulty in Canada getting Canadians to serve, no matter at what level of pay, in that type of work.

I welcome the marine college, the expansion of our patrol vessels, and the expansion and need for expansion of our coastguard, but since the SIU has called for this bill can it assure us that it can man these vessels? We are now financing industrial sales to Algeria and Poland which have ideologies foreign to those of most Canadians. We now find that the greatest merchant marine in the world is that of the U.S.S.R. We think we can build a Canadian merchant marine and be competitive with that organization. They have one of the largest merchant fleets in the world. I guess it now surpasses that of the United States. The U.S.S.R. is a member of 30 of the 300 ocean conference tariff groups.

We must charge \$52.75 per ton for carrying kraft wrapping paper from the U.S. west coast to the Far East while the Soviet price for the same commodity on the same route is \$38 per ton. Russian ships are hauling coffee or sisal from Kenya to Europe for half the conference rate, machine tools from west Germany to Canada at 45 per cent reduction, or indeed any product at whatever discount will win the business. Should we not be expending our energies on that which we can do best?

How can we operate a Canadian merchant marine in competition with fleets like that of the Soviet Union which