

Water Resources

ed in this respect. I would like to see the Canadian government put some pressure on other countries and on international companies to do some research in this area to see if we cannot protect our future. Two or three large tankers within the last few years have broken up on the high seas. The *Torrey Canyon* off the coast of England caused a great deal of harm to that area and to the marine life and birds in the region.

There is some talk of making the companies which ship oil responsible for this damage. I think that the insurance companies are edgy about the whole problem and do not really want to cover the type of damage that might occur. Perhaps there should be further international co-operation in this regard, and perhaps the governments concerned might offer to carry a portion of the insurance if no other means are practical.

I believe pollution control is an important project. As a Canadian, I would like to see us do something specific about it. This act is not strong enough to do the job which we would like to see done. I am sure that Canadians will resent it if we do not take adequate steps now. I think that such steps would be politically palatable for most people at present. They have come to realize now that it is a sufficiently important problem to warrant the raising of money, whether by taxation or by any other means, and that it requires a government with sufficient gumption to say: "let us do something about it starting today".

Mr. Robert McCleave (Halifax-East Hants): I had not intended to take part in the debate until I found myself seconding the abortive motion of the hon. member for South Western Nova (Mr. Comeau) last evening. I had an opportunity then to study the bill, the second reading of which is proposed. I do not think this is a half-hearted measure because I suppose there is an intention to do something. However, I think this is a very strange way to deal with pollution which is a very serious problem in Canada. As I shall prove, we are increasing the number of people who are already dealing with the problem without, I think, doing anything to set up an authority which will make the management of pollution problems more coherent and comprehensive.

A few years ago I brought into the chamber for the purpose of asking a question a bottle full of water from Halifax harbour, and about half the bottle contained oil. People simply could not believe that in this day and age harbour water could be so polluted, but

[Mr. Thomson.]

unfortunately from time to time that is what happens in Halifax harbour when some pollutant is at work.

The reason I did not bring that bottle down this afternoon to display it on my desk during my speech is twofold. First, Your Honour tends to frown on these little exhibitions, and second, it might upset the stomachs of many hon. members. If they were to rush out of the chamber our quorum might be in serious jeopardy. But anyone who wants to see a practical example of what pollution can do might want to go to room 553D in the House of Commons.

• (3:50 p.m.)

Mr. Knowles (Winnipeg North Centre): Is the window open?

Mr. McCleave: The window isn't always open but the jar is very securely secured on top, so that one just looks. One does not smell this particular specimen.

Mr. McGrath: Good Nova Scotia rum would offset the effects.

Mr. McCleave: I shall ply that to the hon. member when he visits me.

In any event, Mr. Speaker, I mentioned the proliferation of bodies dealing with the problems of pollution. This came to my attention very dramatically a few days ago when a large slick of oil was sighted near Eastern Passage, actually on the shoreline at Eastern Passage, causing considerable hardship with the lobsters stored there, messing up the beach, and making it very difficult for the fishermen to carry on their profession. The fishermen who called me and drew it to my attention asked me to take steps to see that the matter would be pursued.

I called the Steamship Inspection Service of the Department of Transport ten minutes before closing time that day, and the gentleman there asked me whether this oil slick had come from a vessel in the harbour or from some other source. The reason this question was important was that if it did come from a vessel leaving Halifax harbour, the Steamship Inspection Service of the Department of Transport would investigate. If they could pin the blame on a certain ship, they would then take appropriate action in the courts. However, if the slick came from a land source, say, an oil refinery or from somebody jettisoning oil on shore, it would be some other board, the National Harbours