

# HOUSE OF COMMONS

Friday, February 8, 1985

The House met at 11 a.m.

● (1105)

## STATEMENTS PURSUANT TO S.O. 21

[English]

### NORTHERN AFFAIRS

#### NORTHWEST PASSAGE OIL SHIPMENTS

**Hon. Chas. L. Caccia (Davenport):** Mr. Speaker, two days ago the Minister of Indian Affairs and Northern Development (Mr. Crombie) announced that Panarctic will be allowed to ship crude oil through the Northwest Passage.

This is in total disregard of the 1983 Lancaster Sound Green Paper, the 1981 Land Use Planning Policy for the North, and the Beaufort Sea Environmental Assessment Panel report which recommended that tanker traffic through the Northwest Passage not be allowed until government research, the preparation stage, and experimental program were concluded.

The Panarctic project does not contribute toward oil self-sufficiency. It represents the first step by the Government in allowing tanker transportation in the North and will probably be perceived by them as a further step in obtaining access to the Sisco well site. If this were to happen, it would result in a giant leap in Arctic tanker shipments. This move is unprecedented and will open the door to other companies.

There is already an application before the Minister by a consortium to drill a wildcat well in Lancaster Sound. The Minister should place an immediate moratorium on drilling in Lancaster Sound as required by the Government of the Northwest Territories, and he should reconsider his decision to allow Panarctic tankers access to the northwest.

The Inuit expressed several concerns. Damage done by an oil spill could destroy breeding grounds and natural resources on which the people rely for survival; insufficient—

**Mr. Speaker:** I regret to inform the Hon. Member that his time has expired.

### THE ECONOMY

#### EFFECT OF BUDGETARY CUT-BACKS

**Mr. Jim Manly (Cowichan-Malahat-The Islands):** Mr. Speaker, two years ago the present Prime Minister (Mr. Mulroney) said that Premier Bill Bennett was taking a step in the right direction with his program of cut-backs and lay-offs. These same policies have devastated the British Columbia economy over the past two years. Since coming to power in September, the Conservative Government has moved in the same negative direction. All across Canada people are beginning to feel the effects of government cut-backs as the unemployment rolls mount. Instead of a renewal of confidence, there is a growing climate of fear and uncertainty as people worry about their own futures, and the future of their children.

British Columbia has been placed under the double jeopardy of two cut-back Governments, and its unemployment rolls now contain 228,000 people. Last month the Government boasted it had created 100,000 jobs across Canada. The reality is that today in British Columbia there are 58,000 fewer people employed than there were in September when the Conservative Government took office. The Conservative Government must now recognize that cut-backs did not work for British Columbia and they are not working for Canada.

It is time to change direction. The Government was elected on a promise of creating jobs. It said it would put jobs ahead of the deficit. Now is the time to begin keeping that promise—

**Mr. Speaker:** I regret to advise the Hon. Member that his time has expired.

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### ENVIRONMENTAL AFFAIRS

#### DAMAGE CAUSED BY GULL POPULATION INCREASE

**Mr. Elliott Hardey (Kent):** Mr. Speaker, my riding in southwestern Ontario is literally being besieged by an imbalance of nature, caused by an increase in the population of ring-billed gulls, causing enormous numbers of these birds to leave their natural environment, adjacent to the Great Lakes. They have now become scavengers of garbage in urban areas simply because they are starving.

More important to the economy, they are swarming into the fields of my riding in Kent County, an area well-known as the most unique in heat units and fertile fields in Canada producing field tomatoes and other vegetable crops. In Kent County the gulls are costing thousands of dollars annually, as well as costs incurred in urban areas just cleaning up after them.