

because I think it is going to take a lot longer than the Minister has been indicating to remedy the serious damage which has occurred in the Welland Canal. I think the Minister will have to make a commitment not to charge the people whose ships are delayed in getting through the Welland Canal for ice-breaking. Surely that would be most unfair. That may be the reason he is trying to rush this Bill through the House, but I certainly hope it is not.

Navigational aids are not only involved in commercial shipping but in recreational boating as well. The north channel of Lake Huron is one of the best recreational boating areas in the world. It rivals the British Virgin Islands in the Caribbean and the sailing and cruising areas in the Aegean Sea. Those navigational aids are not only important, but essential. I do not know who the Minister will charge for navigational aids in the north channel, but I do know that it will be very unfair.

We are already feeling the impact of the Tory Government. It has cut back on our mobile surveillance group under customs. We had a year round customs service for Manitoulin Island servicing the airport, harbours, and ports for north channel communities such as Blind River. In that way people were able to phone to clear customs, but that has been cut out. We see in this Bill that there will be a service charge for the provision of navigational aids.

This transportation manifesto of the Tory Party talks in terms of providing ferry and navigational services in an attempt to enhance tourism. We have not seen that because there has been no commitment to improving those harbours or navigational aids in the north channel of Lake Huron. I do not say that simply as an Opposition member. When the Minister of Fisheries and Oceans appeared before the Committee on Fisheries and Forestry last spring practically every Member of Parliament from the Lake Huron area pressed for improved harbour facilities for recreational boating because it is a multimillion dollar industry. I certainly hope that the Minister will withdraw the provision for charging for navigational aids, just as he should withdraw the provision with regard to dredging. We have to spend millions of dollars maintaining those main shipping lanes through the St. Marys River. It is inconceivable that the Minister is going to charge for dredging those channels or for providing ice-breaking services in those areas.

The Minister's area, just as every other area, has suffered tremendously due to the crop situation. There has been at least a \$2 billion loss of revenue to western grain farmers. I hope the Minister will not impose extra charges for ice-breaking and navigational aids in the Seaway. If he really wants to help the grain industry and western agriculture he will give an indication almost immediately that he is going to withdraw these provisions from the Bill.

**Mr. Mike Cassidy (Ottawa Centre):** Mr. Speaker, I want to talk a bit about this Bill, particularly in relation to the Province of Quebec. First, I would like to inform the House of the rather disturbing news that the Welland Canal blockage will continue for at least a week before we will learn to what extent the damage will continue to interfere with traffic.

### *Canada Shipping Act*

Apparently a contract has been let to Canron Incorporated to stabilize the lock walls. That must be done before the lock can be drained and then it will be possible to find out how long the Seaway will be closed and how much it will cost to fix the damage. The Seaway Authority does anticipate that the Seaway will open again before the end of the season which is about eight weeks away. Given this crisis, which obviously was not anticipated last spring, it seems to me that the Government's plan to take \$30 million out of the coffers of the St. Lawrence Seaway Authority and to force it to come begging to Treasury Board for the expenditures which may be required to repair the Welland Canal, is a very short-sighted policy which should be resisted.

In addition, Mr. Speaker, the shipping companies and the producers whose products move via the Seaway, which is the major channel for navigation in eastern Canada, have been repeatedly warned of toll increases of 25 or 30 per cent next year. They are quaking in their boots at the suggestion in Bill C-75 that there may be further increases because of the proposal of the Minister that the costs of navigational aids, dredging and ice-breaking will be levied on a full recovery basis to ships traversing Canadian waterways, regardless of whether they make direct use of those particular services.

We really have not one Bill but two, Mr. Speaker. One Bill is extremely long and technical. As I am not a spokesperson on this particular area, I would not presume to speak too knowledgeably about all of the aspects of pollution regulations and that kind of thing. I hope that consultation has taken place but I was disturbed to learn that perhaps it has not. It is clear from the Minister's statement that this part of the Bill, which makes up about 99 per cent of its clauses, is apparently required in order to enable Canada to come into accordance with international pollution control and other international agreements.

• (1720)

The remainder of the Bill which has provoked members of my Party to express grave concern provides for cost recovery. Clause 4 provides enabling legislation to allow the Government to recover the cost of navigational services provided by the Coast Guard. This Clause concerns my Party and I because it amounts to a blank cheque which the industry is being asked to write for the Government. The cost recovery principle has been actively and almost ardently proposed by certain members of the Progressive Conservative Party. The industry does not know what this means except that it knows that the cost of Coast Guard services is estimated at between \$130 million and \$180 million a year.

One of the major concerns among shippers and the affected industries is that the allocation of those costs, if that is what the Government intends to do, will be done almost inevitably on a very arbitrary basis. My colleague, the Hon. Member for Thunder Bay-Atikokan (Mr. Epp), estimates that Seaway tolls may in fact double on grain ships moving down from Thunder Bay because of this particular measure. In addition, the Seaway itself has been talking about a 25 per cent increase in tolls for next year. The American Seaway Authority is