

remedy. I know that even this government, with all its undoubted ability, will find it difficult to make 48 hours out of only 24, and even if there were 48 hours we could not legislate in this Parliament for all the problems which exist.

We must have a system whereby, through the regulatory process, we can implement in some detail the general principles laid down in Parliament. But in doing so, there must be some remedy. It is not for this House to allow governments to cut the umbilical cord. When we give authority by a statute through an enabling section to a government, a government agency, a government corporation, the governor in council or the minister, to proceed by regulation, we must guarantee to the people we serve that there will be a remedy for them to come back and say, "this is unfair, this is unjust". When that happens, when the public is aware of this, then the bureaucrats—and we have been making a little fun of them but I have deep respect for the people in the public service who serve this country—will have to realize they have a responsibility and that the attempts to govern by regulation must always be subject to the supervision of the House. Anything less than that is not good enough.

[Translation]

**Mr. Pierre Deniger (Laprairie):** Mr. Speaker, I rise briefly tonight to congratulate the government for introducing the bill with which I agree entirely, Bill C-18, to amend the Customs tariff.

Mr. Speaker, if we have those trade agreements, if we have customs agreements, it is still important that we have customs clearing centres. As member for Laprairie, a riding which includes six cities, the cities of Saint-Lambert, Candiac, Lemoyne, Laprairie, Brossard and Greenfield Park, I rise on behalf of my riding and the whole south shore to ask the minister if he would not consider it appropriate in 1979 to support for the whole south shore the establishment of a customs house. The riding of Laprairie is the place where all trucks coming from the United States pass to go to Montreal and there are now in Montreal only two customs clearing centres and those centres are overworked and nearly have a monopoly. In light of the volume of goods being moved by truck and also the extent of the energy crisis that is coming in our society I believe the time has come for us on the south shore to have a customs clearing centre. When I talk about the south shore, I am talking about a territory that includes the riding of Beauharnois, the riding of Chambly, the riding of Longueuil, the riding of Verchères, the riding of Shefford, several ridings which would be directly affected and would benefit directly from such a center. Do not forget, Mr. Speaker, that this summer we on the south shore had to put up with the inconveniences of repairs made to the bridges linking my riding and the surrounding ridings with the island of Montreal. Champlain, Victoria, Jacques-Cartier bridges and the Hyppolite-Lafontaine tunnel-bridge as well as the Mercier bridge were very congested.

*Customs Tariff*

The reasons for that congestion in addition to the repairs were precisely that heavy traffic caused by trucks hauling those commodities so essential to our survival coming in from the United States. And precisely, Mr. Speaker, if we had had on the south shore that customs clearing centre which comes entirely under the responsibility of the Minister of National Revenue (Mr. Baker) and to whom I have already spoken about this problem, I am sure all people in general would have benefited from it.

[English]

The present sufferance warehouse facilities are becoming increasingly congested and the addition would make the present facilities more efficient and give a better service to the community at large. The prime location of the proposed warehouse being at the focal point of the main highways from New England, New York and all states on the eastern seaboard, and the fact that trucking companies would be able to proceed on delivery without having to incur crossing and recrossing of bridges as it is with the South Shore industries, would reduce traffic congestion of the bridges to and from the Island of Montreal. Also the non-productive mileage incurred would be reduced drastically.

• (2110)

**Mr. Baker (Nepean-Carleton):** On a point of order, Mr. Speaker—

**Mr. Deniger:** If the hon. minister would permit me, I have seized him of this matter and I hope that he will give it his usual wisdom.

**Mr. Baker (Nepean-Carleton):** I thank the hon. member for his comment, but I want to assure him tonight that the question of a customs house at Candiac is under very active consideration by the department.

**Mr. Deniger:** I want to thank the minister for his kind words. I hope he will see this matter through, because it is very important to my entire region.

**Mr. G. H. Whittaker (Okanagan North):** Mr. Speaker, I wanted to say a few words on the Customs tariff bill because I do not think one has come before the House in the last seven years on which I have not spoken. I had quite a lot of input into the customs tariff question before coming to the House of Commons. I see the former minister of agriculture, the hon. member for Essex-Windsor (Mr. Whelan), is coming into the chamber. Certainly I give him some measure of credit for this bill, but I would not give very much credit to the Liberal government when it was in power. I do not believe the former minister had very much clout in the cabinet because it took so long to get this type of bill before the House. I know the hon. member likes to take credit for it, but I would give an awful lot of credit to the people in the industries and the farming communities through their horticultural councils and other organizations, as well as the tariff board. They made a comprehensive study of what was going on. Also I would like to give a lot of credit to the negotiators at the tariff negotiations.