

may not seem like much money, but it is a great deal of money to the fishermen of Gimli, Riverton, Arnes, and Camp Borden in the Winnipeg Beach area. This provision is significant to fishermen who seek to earn their living in the area. They must use an FFMC centralized processing plant located in the middle of wheat fields, in the riding of the Minister of State for Multiculturalism.

● (2130)

On top of the demoralizing effect of the quota system operating with respect to Lake Winnipeg, and the host of regulations almost too great to enumerate, there looms over the heads of our fishermen the prospect of regulation upon regulation dreamed up by bureaucrats. These regulations would not be passed by parliament, where members could debate, scrutinize, and possibly amend them. No, they will be made by bureaucrats, and fishermen will be bound by them. These regulations will be imposed on the fishermen fishing on Lake Winnipeg; they will be imposed on those operating small recreational boats, on those who want to do a little sailing in order to forget the provincial government's high taxation policies.

Mr. Oberle: They want to get away from it all, especially from the hon. member for St. Boniface (Mr. Guay).

Mr. Whiteway: As my colleague says, they want to get away from it all. I know ministers must be granted certain powers. We do not require ministers to use up the valuable time of the House of Commons in order to introduce regulations governing small craft harbours in Canada. However, Mr. Speaker, Bill C-7 is open ended. It is a no holds barred, a "no recourse for people" piece of legislation which offends my concept of democratic procedure and representative government.

Some hon. members opposite say that the member for Selkirk, myself, has not the ability to represent the people of Selkirk. Of course as a member of parliament I am fair game; I always like a good debate in the House of Commons. Seriously, it is my right and responsibility to represent to the best of my ability my constituents and to give voice to their hopes, dreams, and anxieties. The hon. member for St. Boniface is under exactly the same obligation, which he discharges conscientiously, as I know. I cannot neglect my right and responsibility. Although in principle and for the most part I accept this legislation, I must point out with the greatest of reluctance that the basket clause, the all-encompassing provision of the bill which allows the minister to bring in regulations by order in council, to bring in regulations which could change the very nature of the act, is not acceptable. A regulation can be as binding as an act of parliament.

There is a host of bureaucrats who day after day, in their ivory towers in Ottawa and Hull, draft regulation on regulation; some are reasonable and logical; some are not. But all can affect the fishermen who use the docks, piers, wharves and facilities of Lake Winnipeg. To those fishermen some of those regulations are an imposition by an awkward government. In the view of fishermen, many regulations are not intended to

Fishing and Recreational Harbours

help fishermen and the people of Manitoba who seek to eke out a living with fishing. They see these regulations as part of the centralized process, which includes the fish processing facility located in the middle of a wheat field in the riding of the hon. member for St. Boniface.

The Acting Speaker (Mr. Turner): Order, please. I regret to interrupt the hon. member but I must inform him that his allotted time has expired. The hon. member may continue if he has the unanimous consent of the House. Had the hon. member unanimous consent?

Some hon. Members: Agreed.

Some hon. Members: No.

Mr. Dan McKenzie (Winnipeg South Centre): Mr. Speaker, I do not often debate questions concerning harbours; however, having read this dictatorial piece of legislation I enter this debate without hesitation. I just returned to Ottawa, after touring the maritimes with the Standing Committee on Transport and Communications. The committee listened to the problems of the good people of Newfoundland, New Brunswick, and Nova Scotia. I witnessed the standing committee going through the charade and farce of listening to the problems of the people of an area. Members of the CTC were also in the maritimes, holding hearings with regard to port and harbour problems.

Almost every day, as the committee listened to the people of the maritimes talking about their problems, you could pick up a newspaper and read about the Minister of Transport (Mr. Lang) having made a policy announcement concerning transportation. And all this time at the expense of the taxpayers of Canada, the committee was travelling around that part of the country trying to give the impression it was listening, studying briefs, and paying attention, in order to make a report. We read in the newspapers about the Liberal government's policies, while stupid committees travel around the country and listen to people talk about their problems concerning wharves and roads. They can't get a potato bin in New Brunswick, but the government is willing to spend millions of dollars for stupid air terminals in Quebec, and this sort of thing.

Mr. Dionne (Northumberland-Miramichi): Oh, oh!

Mr. McKenzie: The hon. member says, Oh! You are a real Grit. You aren't fooling me, and I told them at these committee hearings—

The Acting Speaker (Mr. Turner): Order, please. I suggest that the hon. member return to the subject matter of Bill C-7.

Mr. McKenzie: Mr. Speaker, I will return to Bill C-7. I point out that legislative authority for administration of small craft harbours is provided by the Government Harbours and Piers Act, its accompanying government wharves regulations and various orders in council. Because it was drafted in 1895 and revised in 1937, the act does not focus on the present day administrative needs of fishermen and recreational boaters,