

*Maritime Code*

tions would take place prior to the proclamation of those clauses. I also indicated that I would not want those sections proclaimed until there was a high degree of satisfaction with the regulations. I mean, therefore, to attempt to give every assurance possible, in addition to suggesting these three amendments, that the bill will serve as intended and not be an instrument which needs to be feared by anyone who is interested in the shipment of goods between the coasts or in coastal water either of the Atlantic or of the west.

I have put before the House three possible amendments. I recognize the procedural difficulty in which we find ourselves. These amendments can only be dealt with at this stage by consent. We could revert to the report stage or, with a certain amount of trust and confidence, they could be dealt with in the other place, or I suppose they could be dealt with by sending the bill back to committee for the amendments to be put in there. I suspect that the latter course would delay the passage of the bill unduly in present circumstances, and that the middle course would be unacceptable to some members of the House for a variety of reasons, although I note that some hon. members who might hold such views are not present in the House. I refer to the absence—very temporary, I know—of the hon. member for Winnipeg North Centre (Mr. Knowles).

The proposal I would make, therefore, is that we find a way, by agreement, to consider these three amendments as being positive advances in the context of the legislation and of the debate. If, as the debate proceeds, we can agree to revert to committee or deal with the amendments by consent, I trust we will do so in the hope that this bill, upon which so much work has been done and upon which so much depends in terms of a great part of the regulations—and upon which, after all, even a continued sense of a Canadian coasting trade depends—might find its way into law.

I shall not make a formal proposal at this stage because I believe that consultation might be required to bring about an effective result. But I would commend those sentiments to hon. members: that we should try, before leaving the bill today, to incorporate these amendments so that some of the fears which have been expressed concerning the measure might be allayed.

● (1540)

**Mr. Munro (Esquimalt-Saanich):** Mr. Speaker, I rise on a point of order. We have just heard the minister make mention of three amendments. For purposes of wider dissemination of the nature of the amendments, I wonder whether they may either be appended to today's proceedings or be read into the record by the minister.

**Mr. Lang:** Mr. Speaker, I have read them into the record carefully. However, in addition to that I will ask for extra copies so that hon. members present can have them at hand while the debate goes on.

**Mr. Stanfield:** Would the minister accept a question?

**Mr. Lang:** Yes.

**Mr. Stanfield:** The minister spoke of assurances, and I know his concern for transportation in the Atlantic prov-

[Mr. Lang.]

inces. Has the minister received any statement from the premiers of the Atlantic provinces, or even from ministers purporting to speak for the premiers of the Atlantic provinces, to the effect that they were prepared to have the bill passed with the assurances given by the minister? What can the minister say in this House in regard to the position taken by the premiers of the Atlantic provinces, in light of the assurances he gave this afternoon and having given those assurances to the ministers?

**Mr. Lang:** Mr. Speaker, we have tried to have further meetings with the premiers or their representatives in recent days, but because of the transportation problem we were unable to accomplish this. However, I appreciate the hon. member's question. The maritime code was discussed at the last meeting of the transport ministers of the Atlantic region which I attended, and at that time the concerns of the Atlantic area were fully expressed. I gave the assurances that I have repeated today to the Atlantic ministers. The five ministers from the Atlantic region and myself then joined in issuing a communiqué that indicated approval of Bill C-61, these assurances having been received by the Atlantic transport ministers. I have since elaborated on those assurances because of the further comments made in other regions of the country.

**Mr. Oberle:** A supplementary question, Mr. Speaker. Did the minister have similar discussions with the premiers of the western provinces, and did he receive similar approval from these ministers of transport such as he declares to have received from the eastern ministers?

**Mr. Lang:** Mr. Speaker, the matter was discussed at a western transportation ministers' meeting, but because it was more particularly of interest to one western minister—not alone, of course, but more directly of interest to one than to the others—it was not made the subject of a particular communiqué. I had the impression at that time that there was satisfaction. However, since that time communications from the British Columbia minister of transport have led me to reinforce the assurances and to indicate that there would indeed be no proclamation until the regulations had achieved a high degree of satisfaction in our consultations. I hope that, as a statement of assurance, that will be satisfactory.

**Mr. Knowles (Winnipeg North Centre):** I rise on a point of order, Mr. Speaker, relating to the choices that the Minister of Transport (Mr. Lang) suggested a few moments ago. I understand that while I was out answering the phone he made an allusion to that fact, and he was absolutely right in what he said. It seems to me that it would be quite unfair to the members of this House who have studied the bill to expect these rather substantial amendments to be made in the other place, which in effect allows for no possibility of discussion here.

Therefore, I urge the minister to have some member from his side move, as an amendment to third reading, that the bill be not now read the third time but that it be referred back to the standing committee so that the amendments can be made there. It seems to me that that is the fair and reasonable way of dealing with this matter.

**Mr. Lang:** Mr. Speaker, I will indeed be happy to do that as the debate on the bill proceeds if it appears that this will