

must be in the statute. I am sorry the minister is leaving. I understand he has cabinet committees and we appreciate his participating for at least five minutes this afternoon.

As much as I support this bill and the concept that we are talking about this afternoon, the words of caution expressed this afternoon, in committee and last week are words that we cannot treat lightly. We have no reasonable grounds, as members of this chamber, to go back to our maritime provinces and to the west coast and to tell the governments, the people and the industries in those provinces that we are satisfied that the government will not let this bill impair the ability of commerce to move goods from one point in Canada to another without seriously affecting the cost of so doing. We all know where that cost will wind up—in the consumers' pockets. It will result in increased prices for homes and vegetables.

I had thought that the least the minister could do this afternoon was to give us, with some emphasis, an outline of what he expected to do with respect to the regulations; to build in words that would import the type of safeguards that we require in the regulations.

As for motion No. 9, Mr. Speaker, it is quite acceptable to us. It is a consequential amendment. With respect to the error that appears in the reprinted version of the bill, I think the authoritative document must continue to be *Votes and Proceedings*, in which the amendment moved and carried in committee is correctly recorded. Having said, that, I would just echo the sentiment expressed by our distinguished House leader, that it was only the perception of members of the committee that caught this devious attempt to import by way of statute, indeed, to defile the maritime code or attach to it the remotest possibility that at some point in the future the government would say, "We have been doing this for a long time. Look at the maritime code which describes Canada's capital as 'Ottawa-Hull.'" We are aware of the origin of the phrase "national capital region" and we are aware of the National Capital Act. I am also pleased that the government recognizes that the maritime code is hardly the statute into which to import the basis and structure for the renaming of the capital of Canada.

With those one or two reservations I think we are prepared to concur in the report stage of this bill. But again I say to the members of this chamber that as much and as strongly as I feel for this bill, as great are its advantages to the development of a segment of the Canadian transportation industry which can stand on its own, a massive industry which could bring back to us \$2.5 billion in foreign exchange and create 7,000 new jobs, give us 175 ships sailing the waters of the world, the reservations that have been voiced are even stronger because they affect the commerce and industry of Canada.

We require a much clearer assurance from the Minister of Transport when this matter moves into third reading; otherwise we will have to reconsider how we stand on the matter, so serious is it to us. In closing, I want to express my appreciation to the parliamentary secretary for his many courtesies over the last few months in connection with this particular measure.

Motion No. 9 (Mr. Lang) agreed to.

Maritime Code

Mr. Deputy Speaker: The House will now proceed to the taking of recorded divisions in relation to Bill C-61, an act to provide a maritime code for Canada, to amend the Canada Shipping Act and other acts in consequence thereof and to enact other consequential or related provisions.

Shall motion No. 2 carry?

The House divided on motion No. 2 (Mr. Forrestall) which was negated on the following division.

● (1640)

(Division No. 113)

YEAS Messrs.

Alexander	Halliday	Mazankowski
Alkenbrack	Hamilton	McCain
Andre (Calgary Centre)	(Qu'Appelle-Moose Mountain)	McCleave
Baker (Grenville-Carleton)	Hamilton	McKenzie
Benjamin	(Swift Current- Maple Creek)	McKinley
Brisco	Hargrave	McKinnon
Caouette (Villeneuve)	Hees	Muir
Caouette (Témiscamingue)	Hnatyshyn	Neil
Clark	Hogan	Nowlan
(Rocky Mountain)	Holmes	Paproski
Clarke (Vancouver Quadra)	Howie	Peters
Coates	Jarvis	Reynolds
Crouse	Johnston	Ritchie
Darling	Kempling	Roche
Dick	Knowles	Rondeau
Dionne (Kamouraska)	(Winnipeg North Centre)	Saltsman
Douglas (Nanaimo-Cowichan- The Islands)	Knowles (Norfolk-Haldimand)	Schellenberger
Ellis	Korchinski	Schumacher
Epp	La Salle	Scott
Fairweather	Lawrence	Skoreyko
Forrestall	Leggatt	Smith (Churchill)
Fortin	MacDonald (Egmont)	Stanfield
Gauthier (Roberval)	MacDonald (Miss) (Kingston and the Islands)	Stevens
Gilbert	MacKay	Stewart (Marquette)
Gillies	MacLean	Symes
Graffey	Marshall	Towers
	Masniuk	Wenman
	Matte	Whiteway
		Whittaker
		Wise
		Wooliams—82

NAYS Messrs.

Abbott	De Bané	Herbert
Allmand	Demers	Holt (Mrs.)
Anderson	Dionne	Hopkins
Andres (Lincoln)	(Northumberland- Miramichi)	Isabelle
Appolloni (Mrs.)	Douglas (Bruce-Grey)	Joyal
Baker (Gander-Twillingate)	Drury	Kaplan
Basford	Dupont	Lachance
Béchar	Dupras	Lajoie
Bégin (Miss)	Duquet	Lalonde
Blais	Ethier	Landers
Blaker	Fleming	Lang
Boulanger	Flynn	Langlois
Breau	Foster	Laniel
Buchanan	Fox	Lapointe
Bussièrès	Francis	Leblanc
Caccia	Gauthier (Ottawa-Vanier)	(Laurier)
Cafik	Gendron	LeBlanc (Westmorland-Kent)
Campagnolo (Mrs.)	Gillespie	Lee
Campbell (Miss) (South Western Nova)	Goodale	Lefebvre
Chrétien	Goyer	Lessard
Clermont	Guay (St. Boniface)	Loiselle
Comtois	Guay (Lévis)	(Saint-Henri)
Condon	Guilbault	Lumley
Corriveau	Harquail	MacDonald (Cardigan)
Cyr		Macdonald (Rosedale)
Daudlin		