

Government Orders

I would assume that once this bill passes and receives Royal assent that it will be up to the Government of Yukon, should it believe at that point that it is still being held captive, to make its case directly, government to government, to the Minister of Transport to argue for the use of that regulation, and that is as it should be. We need to know that the power is there, but the responsibility is then put on the aggrieved party to make representations to the government.

I would also anticipate that because it is a regulatory process, should the normal publication of those regulations be deemed necessary, it would be done through *The Gazette* so that parties which are, in effect, being challenged as to their practices and therefore are going to be restricted under this regulation would have the opportunity to object or to participate and to work with the government.

Perhaps the parliamentary secretary may wish to chat with the minister and suggest that the Government of Canada might want to formally get in touch with the Government of Yukon in the next little while and ask how they can work together and perhaps jointly approach White Pass to say, "Look folks, we have a problem here".

Yukon has the perception that it is being ripped off. There is a perception it cannot source products in Canada at affordable prices. I mentioned fuel oil from Seattle. I mentioned crusher balls from Missouri as opposed to Kamloops and I suspect that the Yukon government would come forward with a number of similar examples to make its case.

I would encourage that kind of dialogue between the two governments because I think it is in the interests of all of us that people in such a far-flung place like Yukon, a place that is already captive to distance, not be further captive to unbridled monopoly such as appears to exist.

I see that my time has run out. Let me conclude by thanking once again the parliamentary secretary, the minister and the staff of the minister for their assistance in the work of the Standing Committee on Transport and in the preparation of the amendments and the modification thereof. Once again it shows that this is not always a confrontational place and while sometimes we may not get everything we want, that at least we move forward.

We can work together as political parties and as a Chamber.

Hon. Roger C. Simmons (Burin—St. George's): Mr. Speaker, as my colleague from Ottawa South has said, we in the Official Opposition are pleased to support the legislation.

My colleague from Ottawa South outlined the reasons why we are pleased to support the bill. My friend from Thunder Bay—Atikokan has also indicated that there is some good reason for giving support to this legislation.

Since these two speakers have so eloquently said all the things that are right about the legislation, it becomes my task, of course, to say some of the things that may be wrong with the legislation.

I spy my good friend from Calgary Southeast, the parliamentary secretary, who did such a nice job of representing the government on third reading and elsewhere in this process. I want to say this to him because I listened very attentively to what he had to say a few minutes ago. He said that not always is there a suitable Canadian ship available. I want to say to him in the course of my few remarks one of the fairly glaring reasons why a suitable Canadian ship may not be as readily available as he might hope.

Bill C-33 reserves Canadian coastal trade to Canadian ships. That is what the notes say and that is what the hope is and that is clearly what the objective of the bill is, to reserve Canadian coasting trade to Canadian ships.

That is why we support this bill, but at the same time, that statement in some respects is like the big lie. It says something that is not genuinely the case. It is the equivalent of saying as I stand here that there is no more poverty in Canada, except among children, except among single parents, except among native peoples, except among low income people.

• (1240)

If exceptions are written carefully enough, any statement is correct. There is no poverty in this country, not one ounce of poverty in this country, except for the exceptions where there is lots of poverty.

By parallel, just listen to what is being said in the notes. Bill C-33 reserves Canadian coasting trade to Canadian ships except fishing vessels covered by the Fisheries Protection Act, ships involved in oceanograph-