

Proceedings on Adjournment Motion

vessel licences at our district office in the Marshall Building in St. John's from 0900 hours to 1000 hours on Saturday only. After July 31, neither foreign fishing vessel licences or other permits will be issued during weekends or on statutory holidays except in the case of an emergency entry involving medical need or the safety of the vessel.

The circular is signed by the assistant regional director.

Last year the department issued another edict to the effect that each time a vessel wanted to use the port it had to obtain a new licence. This was another move in a general campaign to discourage these vessels from using east coast Canadian ports. Mr. Speaker, this is a very serious matter—so serious, indeed, that it can mean a direct loss in revenue to the port and city of St. John's of an amount in excess of \$20 million. This is a conservative estimate of what the presence of these ships means in terms of money spent in the port. Where will these ships go if they are discouraged from using St. John's? It is obvious the will go to the French islands of St. Pierre and Miquelon where they will be welcomed with open arms. The French government has recently completed extensive harbour facilities there. In April of this year they announced they were building a 28,000 sq. ft. warehouse for the storage of fish by fishing companies from Holland, France and West Germany, all common market countries.

The *Canadian Fisherman* in its issue of April, 1969 last stated:

Construction is scheduled to begin this spring of a huge refrigerated warehouse on St. Pierre which will contain about 28,000 square feet of refrigerated space for the storage of fish by Dutch, French and West German fishing companies. This was announced in St. Pierre by Albert Pen, the representative of the French islands in the Senate in Paris.

The refrigerated warehouse is another step in the continuing program of modernizing and expanding the facilities on the French islands to attract the foreign fleets which operate on the Grand Banks.

Although some of the European fleets still visit St. John's on a more or less regular basis, the St. Pierre facilities are attracting more and more foreign trawlers for servicing and provisions.

Today, the St. John's city council passed a resolution unanimously condemning this latest move on the part of the federal government to discourage foreign fishing vessels from using the port, stating it would mean a loss in revenue to the city of between \$15 and \$40 million. Only recently a group of foreign skippers got together and decided to recommend to their owners that they boycott the Port of St. John's for one year to protest

what they consider to be discrimination. The Minister of Fisheries (Mr. Davis) has received a telegram from the St. John's Port Association calling the move highly discriminatory and reprehensible—I am quoting directly from this telegram.

I am sorry the minister is not here tonight. Perhaps he can draw some comfort from the resolution recently passed by the Fisheries Council of Canada calling for a continuance of the prohibition which prevents foreign vessels unloading their cargoes in Canadian ports for trans-shipment. It is a well known fact that fishing interests of eastern Canada have a reputation for caring for no one but themselves. The industry is so poorly managed that, in my view, it could not stand to see the much more efficient operators use Newfoundland ports to tranship their fish, notwithstanding the fact that this would mean a lucrative new industry creating hundreds of new jobs and pumping millions of dollars into what is now a sagging economy.

The port of St. John's has excellent facilities and is probably one of the best ports in Canada in this regard. Its facilities were built by the government of Canada at great public expense. In my view, for the government to discriminate against foreign vessels that want to use this port is to deprive the port and the city I represent in this house of revenue amounting to millions of dollars, revenue that this city and the province from which I come can ill afford to lose.

St. John's is ideally suited, as I say, to handling traffic of this nature. It has the reputation of being the service station of the North Atlantic. This really is the function of the port of St. John's. Therefore, I ask the Minister of Fisheries, through his parliamentary secretary, in the name of reason to reconsider this order and to rescind it as soon as possible.

Mr. E. F. Whelan (Parliamentary Secretary to Minister of Fisheries and Forestry): Mr. Speaker, under the coastal fisheries protection regulations, foreign fishing vessels entering Canadian ports must obtain a permit from the Department of Fisheries. For some time the issuance of these permits has been handled by the customs officers of the Department of National Revenue, but recently customs asked that they be relieved of these duties. For this reason the Department of Fisheries and Forestry must once again assume the responsibility, and is prepared to do so. However, the department believes that these permits can be issued during normal business hours,