

Canada Shipping Act

the forest industry of British Columbia, as represented by the Executive Director of the Council of Forestry Industries of British Columbia, are opposed to the Bill. All other Canadians who made representations before the committee were opposed to the Bill.

It is amazing that one Bill could bring so many Canadians from so many different backgrounds and interests together with a united voice, all singing a chorus from the same hymn book, "We are opposed to the Bill", yet the Government continues to feed up before this Parliament, in the dying days, in an attempt to sneak it through, this Draconian measure, this dastardly piece of legislation that would cause such ill effects throughout such a wide cross-section of Canadian society. It is beyond my comprehension that the 211 Members of the Government could have become so thick-calloused in so short a time.

An Hon. Member: Why are they so partisan?

Mr. Tobin: That is right, Mr. Speaker. Why are they so partisan? Having said that, I want to be a bit more parochial about the nature of the Bill. I think I have done my duty as a Member of Parliament for Canada.

Some Hon. Members: Hear, hear!

Mr. Ouellet: Very well.

Mr. Tobin: I am speaking on behalf of all Canadians, including people in the great City of Toronto, from where the Hon. Member for Davenport (Mr. Caccia) comes. I hope Hon. Members do not mind if I become slightly more parochial and try to describe this from the point of view of some of my constituents from the great riding of Humber—Port au Port—St. Barbe in western Newfoundland..

Some Hon. Members: Hear, hear!

Mr. Tobin: I would like to explain why my constituents are opposed to the Bill, and in order for Hon. Members to appreciate why my constituents are opposed, I must draw a picture of a typical community on the great northern peninsula of Newfoundland, which received the first people who came from Europe to North America.

Mr. Nunziata: Johnny Cabot.

Mr. Tobin: The Hon. Member is absolutely wrong. John Cabot was recognized in the history books as the first person who landed in North America, in Newfoundland; along with Christopher Columbus, as claimed by the Americans. Actually, there has been a world heritage site declared on the great northern peninsula, in L'Anse Aux Meadows, as recognized in the special by *National Geographic*, where the Vikings came before John Cabot or Christopher Columbus. The Government of Canada has declared a world heritage site and this particular administration has put the finishing touch on a national park at that location.

In this land that received the first settlers to the new world, today, centuries later, there exists small communities of people who are close to the land and sea. These people have traditionally, for hundreds of years, made their living by going into the forests and cutting trees for the pulp and paper companies in the winter and by going to the water during the summer season and taking from the resources of the sea. These people are primary producers. They do not receive their salaries from the Government of Canada or from the Government of Newfoundland. They do not receive their salaries by working in office towers or in the service industries. They produce from the land. They ask nothing more of their country or society, being Canadians, other than the right to pursue this way of life that they have chosen. They have chosen not to be in Toronto, in the canyons of steel and glass and concrete. They have chosen not to be in Ottawa, surrounded by the ivory towers of centralized bureaucracy. They have chosen not to be on the farms in the Prairies. They have chosen to live on the rock, near the salt water, to make their living from the sea and from the forests.

How does Clause 4 affect my constituents? How does it affect the people of the communities of Port au Choix, Cook's Harbour, Trout River, Woody Point, L'Anse au Loup, on the side of the Prime Minister L'Anse Clair and L'Anse aux Meadows on my side? The Quebec north shore people are the same kind of people and have the same kind of lifestyle. How does it affect them?

This Bill will allow the Canadian Coast Guard to impose user-fees on fishermen. It will allow the Department of Transport to charge for navigational aids to fishermen. It will allow it to charge dredging fees to fishermen. The Kirby report, an exhaustive study conducted several years ago, stated concerning primary producers that even though their contribution to the GNP of this country is substantial, they, themselves, are among the lowest paid people of Canada, many living below the poverty line. How does this Bill affect them? It states to a fisherman who is at sea in his boat in the Gulf of St. Lawrence, taking on water with a crew of four and a 58-foot dragger, that if he calls the Coast Guard when he is in trouble, he will receive a bill.

Mr. Benjamin: It would be cheaper to sink.

Mr. Tobin: It says to him that the Government of Canada states, "If you are in trouble, we will help you, but we will send you a bill". It states to that fisherman who is barely able to make it from pillar to post, and to pay to keep a roof over his head or to put bread and butter on his table, that maybe he is better off taking the risk. Perhaps he would be better off waiting for someone else to come rescue him. Maybe he can get his motor to limp back to shore. Maybe he will make it. If he can then he will not have a Bill waiting for him from the Government of Canada for asking that someone assist him when his life was in danger. That is what this bill does to a fisherman in Atlantic Canada. That is what it does to a fisherman in Port Saunders or Port au Choix.