

Shipbuilding Program

subsidy amounted to 25 per cent but under the present plan will decline to 17 per cent by 1973.

I commend the minister for the step he is taking to assist our shipyards in getting into the export market. This is important, but it is only a stopgap measure and something of greater permanence must be brought forward. I commend to him, as I did yesterday, the recommendations of the Robertson Committee on Shipbuilding. As he pointed out, there are 21 recommendations in that report. Among them is a recommendation that subsidies on commercial shipbuilding remain at 23 per cent for deliveries prior to June 30, 1973.

Also of importance are the subsidies under the Department of Fisheries and Forestry in respect of fishing trawlers. These must also be maintained because of their importance.

I think the minister and the government should take cognizance of recommendation No. 1 of the Robertson Committee Report:

That the government develop, formulate and state a maritime policy that will ensure fulfilment of Canada's maritime interests, and that it establish appropriate organizational arrangements for continuous implementation of that policy.

I always believe in starting at the beginning so I commend recommendation No. 1 to the minister. We welcome the assistance in respect of export markets and we look forward to a permanent maritime policy which will help the shipbuilding industry of this country. The measures taken are helpful but a permanent policy must be forthcoming at an early date to assist in solving the unemployment problem. As the minister has said, activity in Canadian shipbuilding yards has been at a low level this year. The only way it can be brought to a higher, permanent level is by the government coming forward with a permanent and complete maritime policy.

Mr. Max Salisman (Waterloo): Mr. Speaker, I have no congratulations for the minister or the government today because, after all, what does one say to a government which after systematically running around for the last two years destroying the economy now comes forward with some measures to make up for the destruction it has caused? Over and over again we have pointed out the high cost of unemployment to this country and the inability of adjustments to take place as a result of the deliberate unemployment policies of the government.

The government panicked. The government created unemployment in a futile effort to control inflation. It has not been successful in controlling inflation and its unemployment policies have been absolutely damaging to the economy. Then the government comes to the House of Commons, yesterday with a shirt policy and today with this measure in respect of shipbuilding, and expects to be congratulated. Their actions remind me of their campaign teams during the last election. They had one team putting up signs and another team tearing them down. That is the kind of arrangement they have now. They have one group trying to regulate the economy and they have another group which is trying to put the sticks together—

[Mr. MacEwan.]

Mr. Speaker: Order, please. The hon. member has the floor for the purpose of commenting on the statement made to the House and not to make the kind of speech he is now making. If the hon. member will consult the Standing Orders he will know that he has no right to make this kind of speech.

Mr. Salisman: Thank you for the advice, Mr. Speaker. I was merely attempting to put the statement before us in the proper context. Having made those remarks, I think it is necessary that we move in this direction but only because of the damage that has been caused to the economy and the need to repair some of it. If anything good can be said about this measure it is simply that it is much better to encourage the shipyards in this way than with another *Bonaventure*.

[Translation]

Mr. Roland Godin (Portneuf): Mr. Speaker, the minister has just announced a program intended to attract international contracts estimated at up to \$300 million, and representing 14,000 men-years of work during the next five years.

Mr. Speaker, some people take pleasure in playing on words, just as they do with our Canadian dollars when dealing with foreigners.

Although our coastline is nearly three times the circumference of the world, although we have the largest inland sea in the world and the most beautiful river, because of an irresponsible policy we have no Canadian clients.

To remedy the situation, the government is endeavouring to take over part of the market. It is setting out to conquer world markets, in an attempt to find companies or foreign countries willing to buy a few ships from Canada.

Finally, a few workers will be in a position to take advantage of the new jobs created under this program. Unfortunately, it is again a program aimed at creating jobs for water-carriers because we have neglected that sector of our economy and waited until there was a general paralysis. By putting that program into effect, the government will give with one hand and tax with the other.

The program will apply to firm orders received by Canadian shipyards before June 30, 1972. The shipyards will receive assistance which could reach up to 17 per cent of the controlled cost of a ship built for exportation purposes, etc.

Since Canada no longer owns too many ships, the population will have to pay to keep the few jobs still existing in the shipyards.

I am pleased as are the shipyards owners who will benefit from the program. The members of the Ralliement Cr ditiste rejoice with the workers who still have a job and those who will be hired under this program. Unfortunately, we must recognize that the program is very limited as compared with the possibilities existing in Canada.