

Q. Regardless of weight?—A. Yes.

Q. The rate is 33½ per cent?—A. Yes; if built in Canada.

By Mr. McIlraith:

Q. And for any type whether ocean-going or lake?—A. Laker, coaster, canaler or any other type.

By Mr. Chevrier:

Q. How long has this act been in force?—A. The act, as it now stands, came into force in 1950 if I am not mistaken.

Q. How many ships have applied under and benefited by the act? How many owners or operators have made application to claim depreciation under the Canadian Vessel Construction Assistance Act?—A. My recollection is that the amount is about \$100 million. Are you speaking of new construction?

Q. Yes?—A. About 337 ships in all have been built under this act. The total, in my recollection, is slightly over \$100 million as the act now stands.

By Mr. Crouse:

Q. Since what date?—A. That covers the years 1950 to 1956 inclusive.

By Mr. Fisher:

Q. This would also seem to be of advantage to the workers in the shipyards and the unions who are organized in the shipyards. Have you received any representations from them to expand the act?—A. I received no representations from them but this is, of course, also designed to maintain employment in Canadian shipyards.

Q. Was any consideration given to the question of taking care of some of the differentials in wages which penalize our shipyards in comparison with other shipyards in a lower wage area?—A. There is no regional allowance made in this act.

Q. Has it ever been considered?—A. I cannot say it has, but I think it would be extremely difficult to implement.

By Mr. Chevrier:

Q. Were recommendations not received from the various groups of which Mr. Fisher speaks when the act was originally introduced?—A. Well, the labour unions have constantly made representations in order to preserve the ship-building industry. Yes, there is no doubt about that; but specifically along these lines is the way I had interpreted the question.

Mr. FISHER: Yes.

By Mr. Leboe:

Q. Is it not true that the ships have to bring in revenue before the depreciation does them any good? There is no advantage in depreciation as far as the company is concerned unless they make money?—A. Yes.

Mr. SMITH (*Simcoe*): I would like to assure Mr. Fisher that the shipyards at Collingwood are very interested in the passage of this act because they are presently building ships which may very well be used outside Canada and they are most anxious to have these amendments passed.

Mr. HEES: I would like to say, for the benefit of the new members of the committee and of the house who would not otherwise know, that this act was introduced when Mr. Chevrier was the minister, and I think we will all agree it is a magnificent act and has done a tremendous job for the shipbuilding industry in Canada.