

Canada Shipping Act

if we consider that, during the years 1875-80, our country was fourth among the shipping powers. As a shipbuilding nation during the last world war, our country was third, immediately after the United States and Great Britain.

Today, Canada ranks not only last but lags far behind a number of countries admittedly disadvantaged and underdeveloped.

Canada, who has won the war, has allowed herself to be outstripped by countries ravaged by war. The first place, in shipbuilding, belongs to Japan. That country is followed by Germany, Sweden, the Netherlands, France, Italy and Poland.

As we know, Poland is a very small country—little Poland as it were—about a quarter the size of the province of Quebec. The population of this war-torn country numbered only 30 million people in 1964. Devastated Poland has built up again its economy after the war and in shipbuilding it now holds the seventh place in the world for ordinary ships and the second for fishing boats.

Canada, which was third during the war, is no longer aware of its present rank, since it has dropped so far behind.

● (8:10 p.m.)

And we hear the most amazing answers. As for shipbuilding, it is out of the question; we are quite content just to lend our experts abroad.

And here, I refer to an article published in the paper *Montreal-Matin* on Tuesday, April 15, and I quote:

Our experts invade Jamaica.

The director of the port of Montreal, Mr. Guy Beaudet, disclosed at a press conference held yesterday at the information bureau of the Expo, the conclusions of a three-week trip to Jamaica jointly with several Canadian experts.

Mr. Beaudet went there at the request of the government of Jamaica to make a survey of deep-sea and coastal means of transportation. The Canadian government, under its aid program, through the Canadian International Development Agency, recently granted a loan to Jamaica.

The director of the port of Montreal then dealt with the problems closely related to shipping in Montreal harbour. Mr. Beaudet pointed out that naval traffic would be increased by 12 per cent over the year 1968.

But what good is an increase in traffic? What an honour, indeed! It is not profitable, but the traffic increases. It reminds me of this old peddler who was selling clay pipes in the back country; he bought and sold them for the same price. He used to say that what

[Mr. Godin.]

gave him a break was that once in a while he bust one of them.

As for us, we have built the Seaway, and all it brings us is a little more traffic.

Mr. Speaker, while other countries are expanding and modernizing their shipyards, we in Canada are satisfied with repairs. Some of them might have been financially worthwhile as, for instance, the repairs to the aircraft carrier *Bonaventure*. But all repair jobs are not as big as that particular one.

As for ship-building, never mind that. We have seen the closing down of shipyards like the one at Lauzon; we have heard about discussions concerning the closing of the Canadian Vickers shipyard in Montreal, and when we ask the government to do something about that, the answer is that we are going through a crisis and that we do not have any money.

On May 13, 1968, a year ago, a Montreal shipowner declared, and I quote:

Foreign shipowners are said to have received \$50 million from Ottawa in subsidies.

The Canadian government has helped foreign shipping companies, engaged in coastal trade, to the tune of some 50 million dollars over the last three years, which was detrimental to Canadian interests, according to the declaration made on Monday by Mr. Phrixos B. Papachristidis, well-known Montreal shipowner.

In his brief on shipping submitted to the Canadian Transportation Commission, Mr. Papachristidis maintains that since 1965, foreign shipping companies "enjoyed or are about to enjoy, for their lake fleets only, direct subsidies of about \$20 million, while Ottawa extols spending restrictions—

Mr. Speaker, while such presents are made to foreigners, we are witnessing other meetings which are less generous for Canadians. I have before me a release from the representatives of the C.N.T.U. whom I consider somewhat as the moral heirs of the Minister of Regional Economic Expansion (Mr. Marchand).

According to their report dated May 16, members of the executive of the union, accompanied by officials of the Fédération de la Métallurgie, des Mines et des Produits chimiques, met the Minister of Regional Economic Expansion in Ottawa on May 9. This interview had been requested on February 18, at the time the C.N.T.U. executive met the federal government. The minister then confirmed that the government had been informed by the company of its intention to give up shipbuilding. He said the government could not compel the company to build ships against its own will. He mentioned the possibility of awarding contracts for ship repairs,