

*Supply—Transport*

possible. Perhaps this should have been done earlier, but it has been done now and I think it will help.

As nearly as we could discover—I am not talking about the broad situation—the immediate problem in Vancouver was not so much that there were not enough rail cars coming to Vancouver but that when they got there the switching was too slow. They were not getting to the elevators or the dockside in time. It would be quite improper for me to go into the whole broad subject, but I did want to refer to what the hon. member has said. There has been a marked improvement both in the movement of grain to Vancouver and, I believe, in expediting the switching at Vancouver. One other thing I should say in extenuation of both railways is that neither was responsible for the simultaneous avalanches on both lines at the beginning of January, which created an impossible situation for one week.

**Mr. Winch:** Mr. Chairman, in the last two days we have heard a great deal about sewers and sewage. A few moments ago we heard about sewers at some spot on the C.N.R. lines, and yesterday we heard about sewage in the city of Montreal. Sewers and sewage are very smelly but in my opinion, Mr. Chairman, the sewers and sewage mentioned during the last two days of this debate cannot possibly be as smelly as the policies of negligence of the government with respect to the province of B.C. and the port of Vancouver.

My purpose in rising to take part in this debate is to add my words to those already spoken on two matters of major importance to Vancouver and B.C. I refer, of course, to the development and the redevelopment of the port of Vancouver, so eloquently mentioned yesterday by the hon. member for Vancouver Quadra, and second, I refer to what I maintain is the persecution of the government of B.C. in connection with the shipbuilding subsidy policy of the federal government.

• (4:10 p.m.)

On January 17 of this year the Minister of Transport issued a press release on this matter. Before I read one paragraph of that may I make it clear that, while the members on both sides of this house differ a great deal on many occasions in their thinking, policies, programs and philosophies, I am absolutely safe in saying that on the matters I am about to discuss, and the minister might as well

note this, irrespective of the party to which we belong, we are united and will maintain an offensive against the Minister of Transport until we get corrective action beneficial to Vancouver specifically, and the province of British Columbia generally. All the members representing British Columbia ridings, regardless of party affiliation, are united in this regard.

On January 17 in a press release the Minister of Transport said this:

It is the government's intention to resume, effective January 1, 1966 subsidy payments on ship construction at a level of 25 per cent for a period of three years. This amount would then be gradually reduced by two percentage points annually until a subsidy level of 17 per cent is reached in 1972. This level is roughly equal to a 20 per cent tariff protection for the shipbuilding industry. The new subsidy rate will not apply to vessels built for the federal or provincial governments or floating structures which are not considered to be vessels in the orthodox sense.

The new subsidy will not apply to the provincial government. Immediately this policy was announced I took the first opportunity during the question period to direct a question to the Minister of Transport. In the formulation of my question I suggested that this policy was aimed at the province of British Columbia and was a persecution of that province. The Minister of Transport replied in his customary facetious, clownish manner, with a sneer, laughing it off, that the hon. member for Vancouver East—that poor fellow—did not know that this could not be aimed at a persecution of British Columbia because, did he not realize, every other province has a ferry service. Of course I know that every province has a ferry service, but the Minister of Transport knows that there is only one province in Canada that has a complete ferry system operated by a crown corporation, so large that it is sometimes referred to as being almost as big as the Canadian navy. This is a complete ferry system of which the private enterprise province of British Columbia is justly proud. It is proud of this publicly owned operation. There is a \$48 million investment in the British Columbia ferry service operated under the provincial government system.

**Mr. Pickersgill:** Would the hon. gentleman allow me to ask a question. Will he tell us how much of that \$48 million was contributed by the federal treasury in shipbuilding subsidies? Has the premier of British Columbia ever at any time admitted that even one dollar came from the federal treasury?