

He said: Mr. Speaker, there have been discussions about this bill and I believe there is general agreement in the house to give the bill second reading without debate and refer it to the committee. This measure deals with the off-track betting problem that has been so much before the attorneys-general of the provinces in recent days.

The Acting Speaker (Mr. Béchard): It that agreed?

Some hon. Members: Agreed.

Motion agreed to, bill read the second time and referred to the Standing Committee on Justice and Legal Affairs.

CANADA SHIPPING ACT

AMENDMENTS DEFINING "AIR CUSHION VEHICLE" AND CLARIFYING OTHER PROVISIONS

The house resumed, from Tuesday, April 15, consideration of the motion of Mr. Richardson that Bill S-23, to amend the Canada Shipping Act, be read the second time and referred to the Standing Committee on Transport and Communications.

[Translation]

Mr. Roland Godin (Portneuf): Mr. Speaker, Bill S-23, entitled "an Act to amend the Canada Shipping Act" was passed on March 20 by the other place. For reasons which I find questionable, the Senate places before us a bill dealing with something that does not exist any more in Canada, namely the Canadian Merchant Marine.

At the outset of the bill, section 1 deals with air cushion vehicles and I quote:

"air cushion vehicle" means a machine designed to derive support in the atmosphere primarily from reactions against the earth's surface of air expelled from the machine;"

The air cushion vehicle is called *aérogisseur* in French, from the verb *glisser*, to glide. According to various dictionaries, gliding, skating, are related to playing, to fun and games. I imagine that it is in that perspective that the other place sent us this famous bill since there are in Canada, at the present time, but two air cushion vehicles, one in Montreal and the other in the Vancouver area.

In 1964, our country had but three units and among them there was an old cargo that was built during the second world war. There was also a tanker, where work was provided for less than 100 persons.

Canada Shipping Act

Bill S-23 contains 28 sections dealing with amendments, regulations and 15 and 18-foot boats. On the other hand, I did not find anything that would revive our sea-going fleet.

All countries in the world, even those who have a smaller coast-line than Canada, take pride in building and launching sea-going cargoes.

Niger, for instance, is a small country, considered by the Canadian government as an underdeveloped country, a country to which we grant loans without interest, subsidies. Yet, that country has ships navigating on our waters and carrying our own goods.

And that is not the only case. Numerous ships fly flags of all the countries in the world. All their crews were hired in their own country, which explains why so many unemployed people in Canada are disgusted at seeing so many foreigners earn a living in Canadian waters by carrying Canadian goods. Canada has 59,670 miles of sea-coast, almost three times the length of the Equator, the longest coast-line in the world. This country has nevertheless succeeded in creating unemployment and poverty in a sector territory once so prosperous.

We have huge cargoes of oil, grain, paper, wood, minerals, asbestos, stone, granite and other goods to move to the great world markets. Few countries have a more direct interest in shipping than Canada, since nearly 17 per cent of our gross national product is exported.

From 1957 to 1962, our exports represented 5 per cent of all world exports. If we leave out the world oil trade, and if we take into account the fact that solid cargoes moved by sea by Canada totalled 10 per cent in 1961, it is obvious that exports and the transportation of exported goods should be linked together and that the opposite situation, as a whole, will give birth to an economic crisis more or less dangerous and more or less serious.

Mr. Speaker, the variety and the quality of maritime transportation and the control of maritime rates are essential elements of a Canadian trade policy. Having a merchant fleet is indispensable to the establishment of new markets and could well be the decisive factor in maintaining those already existing.

Since the involvement of our country in the field of maritime transportation is almost nil, this situation cannot last without being detrimental to our commercial position in the world. This suggestion is most ridiculous