

disagree very strongly with the new provisions for ship construction subsidy, in that the subsidy will not apply to ships built by provincial governments.

If the initial intent and the present intent of providing ship construction subsidies is to encourage the building of ships in Canadian shipyards rather than having them built at a lower cost in foreign shipyards, and if this is still the objective—there has been no denial by the present government that this is the sole objective—surely this applies whether a ship is to be built by a private company or by a provincial government. I can understand the rightful wrath of the premier of the province of British Columbia at what he would call rank discrimination. I do not really think it is discrimination specifically designed, or intentionally designed for British Columbia, although many people in B.C. feel that way; but I do think that apart from the arguments I have used there is a special consideration as to why such a subsidy should apply to ships built by the government of the province of British Columbia.

● (9:50 p.m.)

One thing hon. members may not know is that there is a large body of water dividing Vancouver island, which is part of British Columbia, from the mainland of that province. Also, Mr. Speaker, hon. members may not know that there is absolutely no contribution by the federal government toward the cost of transportation between that great island and the rest of Canada. It is true that Mr. Bennett and the government of British Columbia have established a very large fleet of ferries in this connection, which I understand Mr. Bennett claims to be the largest such fleet in the world. But the fact is that in other parts of Canada on the east coast there is a very substantial subsidy paid by the federal government toward the operation of ferries, not only from within one part of a province to another part of the same province but as between one province and another on the Atlantic coast.

For example, with regard to the Newfoundland ferry service between Port aux Basques and North Sydney, Nova Scotia, in the year 1963-64 the federal government paid something like \$8.5 million toward the operational deficit. With regard to the ferry system operating between Prince Edward Island and New Brunswick they paid a subsidy of something like \$3.3 million. With regard to the ferry service operating between Nova Scotia

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and New England, the federal government paid the sum of \$217,000. Yet there is not one penny paid by the federal government toward the operational costs of the ferry service between Vancouver island and the rest of Canada. This is even more reason why the ship construction subsidy should apply not only to ships built by private companies but those built by governments of the provinces.

I have but a few minutes left, Mr. Speaker. I could have spoken at great length during the Throne Speech debate on the amendment and the subamendment made with regard to the old age security pension. To refresh the memory of hon. members, there was a subamendment that the old age security be paid at the rate of \$100 per month at age 65. We moved an amendment that the old age security should be increased from \$75 to \$100 a month. Both the subamendment and the amendment were defeated with the unanimous vote of Liberal members and, of course, the expected help of the Social Credit party.

Speaking for the moment about pensions, the government has announced its intention of bringing in amendments to the Public Service Superannuation Act in order to integrate that act with the Canada Pension Plan. I hope I can prevail on the government to refer the amendments to the Public Service Superannuation Act to a standing committee of the house because, Mr. Speaker, in case they have not become aware of the fact, there is grave dissatisfaction among civil servants about the proposed amendments as announced by the government. Furthermore, in case the government is not aware of it, I have by personal calculation established that there are very grave anomalies in the amendments proposed by the government. I can quote examples if necessary to indicate, for instance, that in certain cases a widow of a veteran will receive a widow's pension of a greater amount than her husband had been earning.

There is a large group of Canadians who are retired government employees. The Federal Civil Service Superannuation Association represents ex-employees of government. They feel very strongly that they have a stake in the pension fund of federal government superannuates, and they believe that any amendment to the Public Service Superannuation Act should be such that they are given a chance to at least establish whether their rights under this act are affected or not.