

council to make certain changes. While I assured the house then, and I assure the house again now, that it was not our intention nor is it our intention to emasculate the Maritime Freight Rates Act, yet there is good reason, and as a representative of an Atlantic province I understand this reason, for protecting the general charter of transportation of that region. May I therefore say to hon. members that I would be prepared to move an amendment which would eliminate what I believe is the legitimate concern of hon. members opposite.

The basis of this amendment is that when a recommendation is made by the federal-provincial committee to which I have referred, and when that recommendation is accepted and acted upon, it will become a matter of public record. If this hon. house happens to be sitting at that time or will sit within 15 days of the day of the order, any ten hon. members of this house or of the other place may require that the subject matter of the order be debated within this chamber. If, as a result of that debate, the order in question is annulled, the order shall stand annulled and have no effect. The effect of this amendment will be to return to parliament the right to pass judgment on any change in the intra subsidy under the Maritime Freight Rates Act. I hope hon. members will agree that this amendment meets the objections they have raised during the previous discussions on this matter. I may say that we have considered the proposal to simply introduce clause 5 on a one year, limited basis. While this proposal had a good deal to recommend it and could have solved the problem in the interim, it is conceivable the work of this committee may well extend beyond the 12-month period in which case it would be necessary for us to extend its activities at an important point and reintroduce legislation. I hope through this amendment, copies of which I believe have now been circulated to all hon. members, we have met the objections raised with regard to clause 5.

• (9:10 p.m.)

There were two other matters raised by hon. members opposite to which I gave attention. One had to do with the wish for an assurance that the current level of subsidies paid on an intra basis, that is the total sum of money now applied to maritime freight rate subsidies in the Atlantic provinces, would not be lessened in any way by the decisions of the federal-provincial committee. In other

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words, we would be obliged and obligated to ensure that the moneys transferred to other purposes on the recommendation of the committee would equal the sum that was being paid under the 20 per cent subsidy arrangement.

I told hon. members that was our intention, but to ensure that this met with their approval, I had the draftsmen prepare an amendment which is also in the hands of hon. members opposite. It reads.

That Bill C-207 be amended by striking out clause 6(2) at page 4 thereof and substituting therefor the following:

"(2) The total amount of assistance paid under this section shall at no time exceed the total of the amounts certified to the minister under subsection (2) of section 5 as the estimated savings to the Consolidated Revenue Fund in respect of those calendar years, including any part of such a year, for which amounts have been so certified to the minister."

The intent of this amendment, Mr. Chairman, is to ensure, in an orderly fashion, that the exact sum of dollars will be in the aggregate transfer to programs. I am sure hon. members will agree it is not practical to transfer the precise sum of dollars removed from any one portion of the program to some alternative program. Through this amendment we will see that the total sum is provided so that it can be moved, not necessarily program for program, but over the whole spectrum of projects as the federal-provincial committee may suggest.

The third and final point with regard to amendments was that there was nothing in the bill of a definitive nature to indicate the precise time at which we would introduce the subsidy for truckers. I have now proposed an amendment at page 6, line 66 of the bill indicating that it will come into force on the 15th day of July, 1969. That is in the current year.

Mr. Lewis: That 1st day of July.

Mr. Jamieson: I am sorry, that is a typographical error. If hon. members will be good enough to change it, it ought to be the 15th and I will move at the appropriate moment that it be the 15th. I thank the hon. member for calling it to my attention.

The fourth objection raised to this measure with which I would like to deal briefly has to do with the possible inclusion of Labrador in the benefits or application of the Maritime Freight Rates Act. I have given a good deal of study to this since the previous day of the