

(20-21 Geo. V, c. 6) has provided assistance since 1930 on that tonnage of Canadian coal used to make coke and consumed in the production of iron and steel. Particulars of the amounts paid under these methods of assistance to the Canadian coal industry will be found at pp. 869-870 of this volume. Under the legislation recently passed providing for loans to coal producers in the Atlantic Maritime Provinces (13 Geo. VI, c. 29) approval was given to the application of two coal-producing companies.

The Canadian Maritime Commission was authorized to enter into contracts subsidizing the operation of some 40 vessels on Canadian registry, under the authority of P.C. 1334 of Mar. 16, 1950. The contracts were each for a term of one year, and were responsible for bringing the vessels out of lay-up and into service. By the time the first contracts began to expire the improvement in international shipping rates enabled the Canadian vessels to remain fully employed even though their cost of operation is comparatively high.

With respect to the shipbuilding industry, the yards other than those on the Great Lakes have been slow to experience any great improvement in employment. In order to encourage new construction, permission was given for owners to replace vessels acquired from War Assets Corporation with vessels built in Canadian yards, and the Canadian Vessel Construction Assistance Act made special provision for depreciation. At the same time some work has commenced on naval orders, with the full employment effect still to be felt. The position in the lake yards is quite different and presents no problem; they are already booked up for bulk carriers and oil tankers.

In the matter of immigration, administrative amendments have been made to enable an increased volume of desirable persons to be admitted to Canada. Surveys of the possibilities of establishing immigrants were pursued in co-operation with the provinces, and a plan to aid in the cost of transportation went into effect in February of 1951.

During 1950, two royal commissions were holding inquiries. These were the Royal Commission on Transportation and the Royal Commission on National Development in the Arts, Letters and Sciences. The Royal Commission on Transportation completed its studies and submitted its report in March, 1951.

A Federal-Provincial Conference on Constitutional Amendment was held in January, 1950. It established a Continuing Committee of Attorneys-General to develop the subject. Another conference of Federal and Provincial Governments was held in December, 1950, discussing Federal Government offers respecting new tax agreements and old age security, and a provincial proposal for an amendment to the constitution to permit the provincial legislatures to levy an indirect sales tax at the retail level. The conference agreed that the amendments regarding the indirect tax and regarding old age pensions should be drafted by the Department of Justice and submitted to the provincial governments for consideration, that a continuing committee be set up to consider the character of legislation that would be appropriate respecting pensions between the ages of 65 and 69, that the provincial governments would consider the proposal for new tax agreements and indicate their respective positions at a later date, that further deliberations of the Conference on Constitutional Amendment and its Continuing Committee of Attorneys-General be suspended pending consideration of the tax agreements and related matters, but that once these matters have been disposed of the latter Committee resume its deliberations at the earliest convenience of the respective governments.