

a few days ago, I received replies which indicate that Canada subsidizes a steamship line from Atlantic ports to South Africa, but the trade is only one way; it is an outward service from Canada. The information goes to show also that this business is improving. Cargoes from Canada of Canadian origin to South Africa were valued in 1921 at \$4,082,959; in 1922, \$4,108,142; in 1923, \$5,305,222; and in 1924, \$6,511,160. It appears therefore that the trade is increasing; and this all comes from Atlantic ports. Nothing is going from the Pacific at all, apparently, and there is an excellent opportunity of encouraging trade from western Canada to South Africa. I believe that western Canada is being discriminated against to-day and there should be some kind of subsidized line from Pacific ports. There is going to be a big business over there in lumber, for one thing, and the people there want our box shooks. I visited many plantations and I found that there was a great demand for box shooks. I found also that these shooks were being obtained from Norway and Sweden. That is a big business, and will increase enormously in the future. I found that no quotations had been received from Canada by the growers, and that Canadian box shooks were not thought of at all by the South African growers. I was, however, told that all things being equal, the quality and the price being right, South Africans would prefer to buy Canadian box shooks instead of those from Norway and Sweden. As I say, there is a big business to be done there, and I think this government should investigate the possibilities.

The business in motor cars at the present time is quite large. We saw Canadian motor cars of various makes, and there is a chance of increasing that trade. South Africa is a country where a great many motor cars are used. You can go any place with a motor car. Distances do not count at all in that country, and the roads are fairly good. Every farmer has a motor car, or would like to have one, and the motor car is in general use for transportation purposes. The business is there. We are doing a big business now, but that business can be increased. In 1922 South Africa imported 4,840 motor cars valued at £926,512. The number of American cars imported was 1,944, British 139, and Canadian 2,625. The British manufacturer fails to make the kind of car that is required by the South Africans.

In many places we also saw farm implements which had been manufactured in Canada. There is an excellent opportunity for business there. That trade can be increased, but we

[Mr. McQuarrie.]

must remember that trade should be both ways. We are receiving a preference at the present time from South Africa, and that is the reason why we are getting this business. But is South Africa going to continue that preference if Canada does not buy something from South Africa? South Africa can sell to Canada just as we can sell to her. We are buying from foreign countries, countries not in the empire at all, goods which are produced and grown in South Africa now. Why not buy from South Africa? I would strongly urge upon the government that we do something to retain the friendship of South Africa, because South Africa is a good customer of ours, and the South African people are very friendly towards Canadians.

Three of us, the member for St. John and Albert (Mr. MacLaren), Senator Willoughby and I, decided to return by way of Australia and New Zealand. We sailed from Cape Town with the Australian and New Zealand delegates on October 29, on the Euripides, of the Aberdeen Line, and arrived at Albany on the 13th of November, but could not disembark on account of quarantine regulations, and we missed train connections. It had been our intention to take a trip across the continent by rail, and arrangements had been made by the railway department of the government for our accommodation, but another department of the government would not allow us to get off the ship, and so we continued our journey on the ship across the great Australian Bight, and reached Melbourne on the 17th of November. We were met there by the secretary of the Australian branch of the Empire Parliamentary Association, who placed motor cars at our disposal, and we were entertained royally. We had luncheon at the parliament buildings at Melbourne, and various other forms of entertainment were provided. We also called on the Governor General, and we met many parliamentarians of South Australia at Melbourne, where the parliament buildings are situated at the present time, although a new capital is being built. We left for Sydney on the following day by the Sydney express. On the train we found waiting for us sample boxes of various kinds of Australian dried fruits, raisins and all that kind of thing, and I must say they compare very favourably with any dried fruits which I have ever seen.

At Sydney we were met by the secretary of the Prime Minister, and were shown the city, and a wonderful city it is. Melbourne

has a population of 900,000, and

10 p.m. Sydney is a city with something over one million people. The Prime Minister of New South Wales, Sir