

*Supply—Trade and Commerce*

**Mr. Morris:** The table is as follows:

Port of Halifax—Waterborne Cargo Tonnage (Basis: tons of 2,000 pounds or 40 cu. ft.)			
Foreign	Inward	Outward	Total
1956	2,907,904	2,281,097	5,183,001
1955	2,340,236	1,732,163	4,072,399
1954	2,048,550	664,666	2,713,216
1953	2,161,694	840,731	3,002,425
1952	2,171,826	823,863	2,995,689
Domestic			
1956	232,612	1,435,283	1,667,895
1955	395,763	1,150,907	1,546,670
1954	306,795	949,806	1,255,881
1953	329,701	1,070,590	1,400,291
1952	406,958	1,143,355	1,550,313

(Note: Does not include non-revenue ballast, bunkers, ships' stores, mail or passengers' baggage.)

Thus while our domestic waterborne cargo tonnage through the port of Halifax is just about stationary, export tonnage is increasing. This is not opinion but fact. What is it that keeps Halifax and other great Canadian seaports alive and busy, the waterfront workers with full pay envelopes? It is surely not domestic cargo tonnage, it is export tonnage.

In Halifax we have three miles of berthing in 23 deep-sea berths and seven coastal berths. We have 18 transit sheds with 1,306,000 square feet of floor area. We have a grain elevator with a capacity of over four million bushels and a loading capacity of 75,000 bushels an hour.

We on this side of the house often hear criticism from opposition members that the government is not finding markets for Canadian produce, including wheat. How can we be criticized for not doing something the doing of which also brings us criticism?

While we have all this cargo capacity in Halifax, the number of vessel arrivals and departures in the last six years of Liberal government was steadily downward. In 1952, there were 3,122 vessel arrivals in Halifax; in 1953, 3,076; in 1954, 2,922; in 1955, 2,946; and in 1956, 2,887, down from 3,122 in 1952. Vessel departures show a corresponding decrease. This situation has also been true of the port of Saint John. In 1956, 1,608 vessels arrived in Saint John harbour. In 1952 the corresponding figure was 1,834. Last year the tonnage of water-borne cargo handled in Saint John was just over 2½ million tons, half of that of Halifax, but the domestic water-borne tonnage in Saint John was only 507,000 tons, only one-third that of Halifax, so that Saint John has at least a corresponding interest in the development of United Kingdom import trade.

**Mr. Bell (Saint John-Albert):** Hear hear.

**Mr. Morris:** Mr. Chairman, in 1953 we in Canada imported from the United States

\$3,221,214,000 worth of goods. By 1955, this had risen to \$3,452,178,000. In the same years we imported from the United Kingdom \$453,391,000 worth of goods in 1953 and \$400,531,000 worth in 1955. Thus, while our imports from the United States continued to grow the corresponding dollar total from the United Kingdom slowly declined. Our exports to the United States in 1953 were nearly \$2½ billion; in 1955, just over \$2½ billion. For the United Kingdom the figures are \$665 million in 1953 and \$769 million in 1955. The average of domestic exports, based on 1935-1939 dollars, to the United States during those years was \$321 million. This has now increased more than 10 times in dollar value; but the average of 1935-1939 exports to the United Kingdom of \$353 million has barely doubled. Thus while exports to the United States have multiplied eight to ten times, those to the United Kingdom have barely doubled.

What is the relationship in percentage terms of our import and export trade, Mr. Chairman? In 1886, the United Kingdom claimed 40.7 per cent of the total Canadian import dollar trade. In the same year the United States had 44.6 per cent of the Canadian import market.

In 1896, when Sir Wilfrid Laurier ascended to power, that total of the United Kingdom share of the Canadian import market declined to 31.2 per cent, while the United States percentage rose to 50.8 per cent. In 1926, by the time Mackenzie King had come to power, the United Kingdom percentage had declined still further to 16.3 per cent and the United States percentage had risen again, this time to 66.3 per cent. In 1955, the United Kingdom could claim only 8½ per cent of the Canadian import dollar total, while the United States had 73.3 per cent.

Our export results show an interesting contrast. In 1886, we exported 47.2 per cent of our dollar total to the United Kingdom and 44.1 per cent to the United States. In 1955, we exported 18 per cent to the United Kingdom and 59.8 per cent to the United States. Thus, as the United States percentage share of the Canadian import dollar total has risen to 73.3 per cent from 44.6 per cent in 1886, the export total has risen only from 44.1 per cent to 59.8 per cent.

Our trade deficit with the United States in 1949 was \$601 million. By 1956 it had risen to \$1,659,000,000, nearly three times in seven calendar years. In 1953, the now opposition promised Canadians that they would use every available means to maintain and expand Canada's external trade. They did not differentiate between the