

*Supply—Trade and Commerce*

missions abroad but rather to seek to encourage the establishment of industry in Canada and I hope that this mission may stir up sufficient interest in our markets to induce some industries to establish branches in Canada. It has happened before in our own community when Courtaulds (Canada) Limited, a British firm, finding a market for its products in Canada established itself in Cornwall and gave security and employment to many thousands of people when you consider all the people employed in supplying their raw materials and other services.

Our municipalities and provinces are spending much money in advertising and promotion in order to attract new industries to their areas. It offers no encouragement to domestic industries to establish themselves in Canada if the government is going to invite and encourage competition which Canadian industries may not be able to meet. It is a case of this government defeating the efforts of our provincial and municipal governments. Competition may be a good thing but this is true only when it is on even terms. We are enjoying a certain standard of living in Canada and I cannot believe that we are in favour of lowering this standard but if we are to meet the competition of low-wage countries we are bound to lower our standard of living which has risen considerably since the former government took office in 1935.

I remember the time when some of our textile companies were operating only 24 hours a week but today they are operating 24 hours a day, five, six or seven days a week. I hope this government will not turn us back to the condition that existed in those years when our textile industry was down to its lowest ebb by bringing in unfair competition even though it comes from a country which we would all like to help. I believe our first obligation is to our own people. If we want to encourage industries to come in from other countries of the commonwealth the first step would be to encourage them to establish themselves in Canada and use some of our Canadian raw materials.

**Mr. Morris:** Mr. Chairman, several of the remarks made this morning just prior to the recess by the hon. member for Victoria-Carleton seem to me to require an amplification from some representative member of this house who comes from one of the great Canadian seaports.

In my constituency there is a great and growing interest in the prosperity of the Canadian trade delegation in the United Kingdom and in the results not only of its venture abroad but also of the broad trade policy of the new administration. I was interested to hear this afternoon the remarks made

[Mr. Lavigne.]

by the hon. member for Mount Royal who said that some people had referred to the Canadian trade mission as a junket and if I understood him correctly he went on to say that he would not be so unkind as to refer to it as such, more than once. As a new member I have been impressed throughout this session by the ferocity of Liberal attacks upon the government outside this chamber and the relative decorum with which some of the Liberal party spokesmen conduct themselves inside the house.

Whereas the hon. member for Mount Royal said he would not describe the trade mission as a junket, which is surely a term of derision, he is quoted in today's *Montreal Gazette* at page 23 as having said in a radio broadcast last night:

Tory-inspired junket of Canadian businessmen touring Great Britain with the ostensible purpose of placing orders for British goods.

He then went on to say that he thought it inevitable that purchases made in Britain would be at the expense of Canadian manufacturers. I hope to show in a few moments that this is not a policy or program but merely a whine.

The water-borne cargo tonnage which passed through the port of Halifax based on tons of 2,000 pounds or 40 cubic feet shows a slow increase in the amount of foreign waterborne traffic but an almost stationary total in domestic export traffic. In 1956 the inward water-borne cargo tonnage into the port of Halifax amounted to nearly 3 million tons and the outward to 2,300,000 tons a total of 5,183,001 tons. The domestic water-borne cargo tonnage in 1956 was 232,612 inward, 1,435,283 outward or a total of 1,667,895. While foreign water-borne cargo tonnages have nearly more than doubled since 1952 through the port of Halifax, domestic tonnage has barely increased. With the unanimous consent of the committee, Mr. Chairman, I should like to include in the *Hansard* record of my remarks today a table showing the water-borne cargo tonnage through the port of Halifax, both foreign and domestic, covering the period 1952 to 1956.

**The Acting Chairman (Mr. Rea):** May I ask what is the source of the material contained in the table?

**Mr. Morris:** The annual report of the national harbours board.

**The Acting Chairman (Mr. Rea):** Has the hon. member leave to place this table in *Hansard*?

**Some hon. Members:** Agreed.