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- (c) She must be self-reliant so far as possible as regards repair and building facilities.
- (d) It was essential to maintain British shipping, especially in the Pacific and the Far East.
- (e) And also to maintain shipping communications at reasonable rates between the various Empire countries. In the pre-war period the rates had been extremely high.
- (f) The speed of communications between the U.K. and the distant Dominions should be increased. There had been no increase that mattered over the last forty years.

LORD LEATHERS referred to the extent to which 20 knot ships had been built over the last 10 or 15 years and expressed his surprise that the position should be as represented by Mr. Curtin. He undertook to examine the matter.

MR. CURTIN went on to say -

- (g) There should be no discrimination against the flag of any country which did not discriminate against the British flag. Australia had been a party to the 1923 Convention and would like that Convention revived, if necessary, as part of the general shipping policy of the United Kingdom.
- (h) There should be co-operation with the I.L.O. on the matter of seamen's accommodation. That accommodation was still very far from being what it ought, and the war service of seamen had given them a strong claim to consideration. Coloured seamen could be employed, if paid Australian rates.
- (j) He was strongly in favour of the revival of the Imperial Shipping Committee.
- (k) We should ensure conditions under which the shipping of the world could be efficiently and economically carried out, and ensure the best conditions of employment possible.

MR. CURTIN added that, though he had urged the importance of air power in the discussions on that subject, sea power was indispensable, for the trade which the units of the Empire had to carry. We should get the best we could out of the developments in the air without sacrificing sea power.

MR. FRASER said that British Services between Pacific Coast via Honolulu, Fiji, and New Zealand and Australia were long-established, and for many years had been maintained entirely by New Zealand enterprise. It was essential that a British main line of communication should be re-established both for trade and travel, and as a means of assuring the existence of a national shipping asset providing also employment for ship construction in Great Britain and for Colonial manning on service.

Pre-war British Trans-pacific trade comprised

- (1) LINER,
- (11) CARGO SERVICES.