

of which amounted to \$19,759,329. This shows a shrinkage of considerably over fifty per cent in one year under the operations of that tariff. The next year, with the embargo off,—that is to say, in 1922—we shipped to the United Kingdom 35,418 head of cattle the value of which was \$4,139,391 and to the United States 121,060, the value being \$3,299,633. In 1923 we shipped to the United Kingdom 25,758 the value of which was \$2,809,786 and to the United States 199,272 the value of which was \$5,609,998. I come now to 1924, when we shipped to the United Kingdom 59,486 valued at \$6,287,815 while we shipped to the United States 98,322 the value being \$3,683,836.

That table will show conclusively what a remarkable business was built up in two or three years with the United Kingdom in the cattle trade. It may be quite true that improvements can be made in the matter of ocean transportation; I do not dispute that for one moment. Indeed, I hope that improvements can be brought about; and if the rates are not satisfactory now I sincerely trust they will be made so, in order that the Alberta cattle industry may prosper, as it deserves to prosper, through a substantial trade with the Mother Country. But let us bear this in mind. The British mercantile marine has rendered this country, throughout its history, signal service in building up its trade. It has carried practically all the trade of this country and made it possible for us to become the fifth or sixth greatest exporting country in the world to-day. This is due, I say, largely to the British mercantile marine. Nor can I forget that during the war it made it possible not only for agriculture but for the industries generally in Canada to expand, as they had never expanded before in the history of the country. Once more, it was the British mercantile marine that did duty for Canada when Canada had no ships and no protection for her trade routes. At that time she relied for her mercantile service upon the British mercantile marine, and for the protection of her trade routes upon the British navy. Had it not been for the export trade which Canada was able to build up with the Mother Country in those days the financial interests of this country would have been crushed, and Canada, to use a popular expression, would have gone broke. It was, I emphasize, due to the British mercantile marine and the British navy that we were able to continue our trade and to expand. Now, under these circumstances, I suggest that there is no justification for an open declaration of war on the British mer-

cantile marine on the part of this government. The course suggested by the Dominions Royal Commission is the proper course to adopt; that is to say, there should be a conference between the dominions and the Mother Country and if necessary joint action by all. Certainly, there should be no isolated and foolish action on our part; there should be no attempt to attack with a pea shooter as this government proposes to do by means of the Petersen contract. That is not the sort of action we want; we want action that will display some vision. And the only way we can accomplish anything satisfactory is by means of a conference between the dominions and the Mother Country, in an attempt to solve the question of the control of ocean rates. In my opinion there must be an Empire board if results are expected.

I therefore move:

That Mr. Speaker do not now leave the chair but that it be resolved: That effective control of ocean rates can be exercised only with the co-operation of all portions of the empire, and by a body on which all are represented, and the contract made by the government with Sir William Petersen, based on the report of W. T. R. Preston is ill-advised, costly and futile and unworthy of the serious consideration of this House.

Mr. W. F. MACLEAN (South York): Mr. Speaker, I do not profess to be any Heracles, undertaking some difficult labour like that distinguished hero of Greek mythology, but I have to put my hand to something to try to clear up the situation now before the House. I am impelled to do this by reason of the proposal introduced by the Minister of Trade and Commerce (Mr. Low). I agree with a good deal of what he has said as to a shipping combine known as the North Atlantic Shipping Conference, existing, as it does, to the prejudice of Canadian farmers and shippers generally. The evidence that has been offered here is in the direction that such a combine exists. The Minister of Trade and Commerce (Mr. Low) quoted the hon. member for West York (Sir Henry Drayton), when he was head of the Board of Railway Commissioners, as encountering that combine in England. We have heard the evidence of the Masseys and many other importers and farmers in Canada who have run up against this combine. No matter what is said in the way of justification, I believe absolutely that the shippers of Canada have a grievance against the concerns that are in this combine, this "conference" as it is called—they have a fine, mellifluous, nosegay manner of calling themselves a "conference," but it is a combine against shippers, farmers, manufacturers, indeed, against everybody in Canada who is trying to do business. There have been