

reference to horse dealing? I think I could demonstrate to him that international horse dealing has had a very intimate connection with shipping up to now. No number of horses worth mentioning have yet been sent across the seas in aeroplanes, they have all gone in ships. Just another word to my hon. friend. He mentioned expenditures in recent years in this connection, to which I made no objection. I made very little objection to this Government's policy in time of war, and my hon. friend knows the reason. We did not send a man to France who was not vitally needed, and this Government did not make an effort during the war that was not called for to do Canada's full part in the struggle, and we are only in the position we are in internationally to-day, and the world is only freed from the menace that threatened it for several years, because this Government combined with all the Governments of the Allies to exert the last ounce of our ability in every possible direction.

That is why we are in the magnificent position to-day of being able to dictate terms to Germany. But I said the other day that one of the first duties of the Government now was to get away as far as possible from certain methods that were indispensable in war time, and that is my answer to my hon. friend who chides me for not having taken upon myself duties that would have devolved upon him as leader of the Opposition if there was any real objection to be made to the expenditures in the last few years. I am not objecting to this expenditure now. I am only trying to throw out a few ideas by which we may be guided to see that we get profitable results from the expenditure.

Mr. BURNHAM: It is well for us to learn even from our enemies; the hon. member will agree with that. How did it come about that the year previous to the declaration of war the ports of Hamburg and Rotterdam exceeded the ports of London and Liverpool by 1,000,000 tons in shipping?

Mr. MICHAEL CLARK: I have not alluded to that question and I would like to have documentary evidence of the truth of my hon. friend's statement.

Mr. BURNHAM: I can assure the hon. gentleman that it is true, and I should like him to consider the question.

Mr. MICHAEL CLARK: The hon. member may rest assured that I shall study the question.

[Mr. M. Clark.]

Mr. ROBB: At this stage in the proceedings, Mr. Chairman, it seems to me that you should bring the Committee back to the subject under consideration. If we are going to have a debate on theories of free trade and protection and incidentally introduce a discussion of the war we shall spend all summer here, and I think we had better get back to a consideration of the subject and pass the resolution.

Mr. MCKENZIE: I would point out to the hon. member for Red Deer a little incident that happened in this House during this session. I remember well that on the 25th of March a resolution was introduced into this House which, in my opinion after a long experience in this Parliament, was the most advanced resolution in the direction of free trade that was ever moved in the Parliament of Canada. I voted for the resolution and the hon. member voted against it. He will have to explain to his people, in the light of his advanced views, why when the question comes squarely before the House he refuses to support it. As regards the expenditure in Halifax, all I can say is, that this money which was expended there was voted long before the war which had nothing to do with it. The hon. member speaks of Bedford Basin. Bedford Basin is not really the harbour of Halifax. It is a magnificent inside basin, and while it is a part of the harbour it is not usually used commercially. If the hon. member had seen Bedford Basin during the last three years of the war I am sure he would have been very proud of it, not as a commercial harbour but by reason of the fact that no part of the Empire has served such an excellent purpose in connection with the war during its last three years. Bedford Basin has been simply crowded with vessels from all parts of the world coming there to receive proper orders on their voyages to various ports. I venture to say that no country in the world could by artificial means or by local expenditure produce such a magnificent body of water as Bedford Basin, and my hon. friend, with all the glories of the harbours of the Old Land, never saw anything in England, Scotland or Ireland in the shape of a harbour that could in any way compare with Bedford Basin. The harbour of Glasgow, of which we have heard so much, was made out of a field. Not so many years ago it was just a field and, all credit to the people of Glasgow, it was converted into a harbour. They had no harbour at all, but there was a large field