

question of a preferential policy between the Mother Country and the overseas dominions. I am in receipt of a resolution adopted by a meeting of representative farmers, manufacturers and business men, held in Galt, Ontario, on the 11th of April, 1916. I shall not ask the House to afford me time to read the entire resolution but let me read the conclusion, the prayer which is contained in the resolution. My hon. friend will see that it raises an issue which cannot be ignored:

Therefore be it resolved that this meeting of farmers, manufacturers and business men, representing the counties of Waterloo, Brant and Perth, place itself on record as of the opinion that, next to such an organization of her resources in men, money and material, as will best conduce to a speedy and successful termination of the war, Canada's paramount duty is so to organize public opinion at home, and to assist in organizing public opinion abroad, that there may be consummated with as little delay as possible:

1. A series of preferential tariffs between all parts of the British Empire that will give the greatest practical encouragement to inter-imperial trading.

2. A series of reciprocal tariffs, between all nations that are allied against the Central Powers in the present struggle, by means of which the trade of the countries concerned will be conserved as far as practicable for their mutual enjoyment.

3. An agreement among all the Allies to give favourable tariff treatment to neutral countries.

etc., etc. Sir, I am surprised that my hon. friend should have ignored that question. This was the occasion for him to refer to it. I hope that before this session passes we shall hear from him on this subject. I have always thought that this proposal of a reciprocal tariff between the Mother Country and the dominions was not feasible, and that, perhaps, it would in some way injure the Mother Country and injure the dominions with other nations of the world. But I am open to conviction. This war has changed radically views and opinions that were entertained before it began—

Sir GEORGE FOSTER: And conditions.

Mr. LEMIEUX: —and conditions, certainly. I say that I am open to conviction on the subject. But I should have expected that a master, like my hon. friend, would have given to the House the benefit of his views on that question. But probably we shall hear from him later on.

The question of transportation has reached, as the hon. gentleman will admit, an acute stage in our country, due, of course, to the loss of so many ships since the beginning of the war, and also to the requi-

[Mr. Lemieux.]

sitioning of so many of our ships by the Admiralty. I commend to my hon. friend an article which was published a few days ago in the By-Water Magazine, written by the well-known authority, Mr. Wolvin, on the enormous amount of money which has been paid by Canada to the United States for lake and ocean transportation. He refers especially to the shipment of our grain, and says:

To move this grain from United States ports to foreign purchasers undoubtedly required 500 steamers, each of which in stevedoring charges, supplies purchased, and repairs made, would average a cash outlay in port of \$1,200, or a total of about \$600,000.

So we find that we have calmly turned over in cash to our neighbours to the south:

Lake vessels.. . . .	\$4,125,828 00
Railroads.. . . .	6,143,061 81
Port charges.. . . .	519,147 06
Ocean vessel port disbursements	600,000 00
	\$11,388,036 87

Present indications are that the wheat, oats and barley now in our western provinces, the remainder of our wonderful 1915 crop, will contribute just about the same number of dollars to the United States, making a grand total from the 1915 crop of about \$23,000,000.

And here is the crux of the whole question:

This "real money" can be retained in Canada only by the greatest protection to her lake vessels, increased railroad and ocean port facilities, and an assured supply of ocean vessels trading from Canada. Our statesmen at Ottawa are keenly alive to this loss which we are suffering every day, and I feel sure will develop our Eastern Canadian facilities so as to properly care for this great tonnage of grain from the West and will make every effort to the end that Canada may have a proper supply of her own ocean tonnage.

In that connection I was reading the other day from a New York paper the synopsis of a book, "The National Issues of 1916," which has just been published by Mr. Charles N. Fowler, who has been chairman of the Banking and Currency Committee of the House of Representatives at Washington. Mr. Fowler believes that of all economic and commercial issues in the United States the question of ocean transportation is about the biggest. He clearly and convincingly gives all the facts of the maritime history of the United States to show that whenever they had a discriminating duty against imports brought there in foreign bottoms, they always had a superb merchant marine, and whenever they lowered or removed those duties, their ships disappeared from the seven seas. He advocates the imposition of an additional duty on all goods which