

The Address—Mr. Broome

of the necessity to build up British imports so that country can buy our lumber, our fish, our metals and our grain.

We believe our fishing industry, through the fisheries association of British Columbia, was the first industry to devise a practical method of increasing this Canadian-United Kingdom trade. A few years ago we lost the United Kingdom market for our salmon because of lack of dollars in Britain. Our fishing industry set up a United Kingdom industrial committee for the purpose of surveying the requirements of the fishing industry and to recommend items of British origin which could meet their requirements. It toured the United Kingdom, met manufacturers and educated them as to the particular requirements of the fishing industry. The net result was a tremendous increase in the volume of British goods purchased by the fishing industry.

The committee was set up in the fall of 1953 and in 1954 the British Columbia fishing industry bought \$6 million worth of British goods at no sacrifice in quality and usually at cost reductions as well. There were no strings attached, no implied commitments that the United Kingdom would have to purchase fish to the value of the fishing industry's purchases in the United Kingdom. It was simply an effort on an industrywide basis to help an old friend and a good customer. Nor was it a one effort job. The committee is a continuing one, keeping member companies up to date on British products which are acceptable to the industry, giving information as to local agents, servicing facilities and so on. Any British manufacturer wishing to sell to this industry can contact the committee and know his product will be given a fair trial and, if acceptable, will be placed on the approved list. Member companies report monthly on the volume of British goods purchased and on their experience in using this goods.

I commend this story to the Minister of Trade and Commerce (Mr. Churchill). If other industries could be induced to do the same thing as our fishing industry has done we would very soon have a mutually increased trade with our old customer who wants to buy from us if we will only buy from him.

Hon. members of the opposition have indicated that they are opposed to switching of imports from the United States to the United Kingdom. They state that any such action is likely to antagonize the United States. I would like to point out that we are presently purchasing almost \$1 billion more of goods from the United States than we are selling to them. I willingly concede that we

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on this side of the house are most anxious to increase our exports to the United States and that we are not trying to reduce our general trade picture but rather to increase it.

We presently have all our eggs in one basket, and if hon. members of the opposition consider that to be the mark of prudent government then they have not yet learned the lesson of June 10. It has become the policy of this government to carry the story of Canada's economic problems direct to the United States people. This has been done in speeches made by the Prime Minister (Mr. Diefenbaker) and by members of the cabinet before audiences in the United States.

The *Washington Post* has this to say in regard to these speeches:

The traditional friendship of these two countries can only be preserved and fostered by such straightforward exchanges of views.

The *New York Times* says this:

These are not unreasonable suggestions, and Mr. Diefenbaker's spirit of candour and willingness to seek mutually satisfactory solutions provides a setting for ironing out our present irritants.

The *St. Louis Post Dispatch* puts it this way:

Canada does not want to become an economic colony. As a matter of sound policy Washington also must be averse to such a possibility. With a genuine community of interests it should not be difficult to initiate co-operative steps toward allaying Canadian fears.

Another publication, the *American Metal Market*, says the United States method of disposing of its wheat surpluses has "pulled the rug" from under Canadian exports.

Mr. Speaker, British Columbia joined confederation on the promise that we would be linked with the rest of Canada by rail transportation. Today there is another and faster means of transportation which all too long has had a monopoly in this field. Trans-Canada Air Lines has not only had a monopoly but it has charged the highest rates on the North American continent. In a last minute death-bed repentance it announced on November 8 a new domestic fare structure with up to 20 per cent reduction effective January 1, 1958, to bring its fares into conformity with the rates of other North American air lines. Canada years ago outgrew the necessity for pampering and protecting its monopoly air line, a monopoly which has brought about inefficient operation, and disregard of passenger convenience, and now by its own statement it admits it has been overcharging us as well.

The *Vancouver Sun* in a recent editorial called for competition to T.C.A. and in part had this to say about T.C.A. operation:

Late departures. Missed connections with dreary, uncomfortable waiting-room layovers.