

Before I sit down I would further draw attention to this—that we are just about completing a large pier, one of the best on the continent, called, I think, the Ballantyne pier. That pier will be completed, I should judge, this season. Unfortunately there is no elevator provided for in connection with that pier. I am not offering my opinion in any arbitrary fashion, but after consulting with some of the best qualified advisers on the subject the suggestion is made that another elevator might be constructed, adjacent to this pier, which would add very much materially to the grain handling facilities without too much cost. That is to say, you have the pier and there will be at least four first-class deep-water berths, so that a very large portion of the cost has already been provided for, and all that would be necessary would be the construction of the elevator itself. If the government would construct another elevator equal in capacity to the enlarged existing elevator it would supply a very excellent facility, I think, for the handling of grain. That, of course, does not interfere with the establishment in that port of other elevators by private interests if they so desire. I believe that one or two private concerns are at present contemplating establishing elevators there, but the establishment of government elevators exercises a very wholesome influence on the grain handling business. A port perhaps wholly under the control of private grain handling concerns might give some cause for complaint by way of charges of monopoly, imaginary at least if not real, but with the existence of government elevators, such as I have mentioned, such complaints would be very largely obviated.

We have, of course another subject which will be discussed under another resolution and I do not wish to interject that matter here. That is, the question of the adverse freight rates. All I intend to say in that regard here is, that in spite of this adverse rate from the prairies to the coast of approximately seven cents a bushel we have been able to handle grain by that route, giving to the shipper an advantage over the eastern route, on some occasions, of as high as six and seven cents a bushel; that is, to those shippers from the western part of the prairie provinces. This is a distinct and real advantage to the producers of grain on the prairies. It is an advantage that they are entitled to, and I think this parliament is now ready to recognize that fact and is prepared to support the government in any reasonable effort to give that advantage to the producer on the prairies. As the discussion proceeds, other points may arise, but

that is all I wish to say at this moment in connection with the resolution.

Mr. LAPOINTE: I am glad, indeed, that the resolution which I have the honour to introduce commends itself to the support of my hon. friend. As he said, prior to a very short time ago there was very little grain going through Vancouver,—prior to 1921, I do not think there was any. In 1921, a little over one million bushels was shipped via Vancouver, and in 1922, the quantity so shipped was 14,000,000 bushels. In the first days of January of this year, there were orders for upwards of 5,000,000 bushels of wheat to be shipped through Vancouver. It is in order to meet these requirements and to give better facilities and larger accommodation—

Mr. MEIGHEN: Was the hon. gentleman not wrong as to the year? I understand there was a substantial traffic in 1920.

Mr. LAPOINTE: My information is that it started in 1921.

Mr. CLARK: Can the minister state how many bushels altogether were shipped prior to the end of July, 1921?

Mr. LAPOINTE: I cannot give those figures now, but I shall be pleased to give them to my hon. friend when the bill comes up for second reading.

Mr. MANION: How much of the 14,000,000 bushels went to the Orient and how much to Europe?

Mr. LAPOINTE: I have not that information, either.

Mr. STEVENS: I think I could assist the minister for a moment. I am not sure of the exact figures, and in my figures I quote rather seasonal than calendar year shipments, to which latter the minister is now referring. Last shipping season, that is about a year ago, about one-half went to the Orient and about one-half to Europe, chiefly to the United Kingdom. This shipping season, say from September to January, less than one-half went to the Orient; but in the month of December, a large number of contracts were entered into for oriental shipment, and these, perhaps, would bring the ratio of later months up to approximately 50 per cent.

Mr. LAPOINTE: All this shows that from now on, increasing quantities of grain will find their way through Vancouver, and it is, therefore, necessary and important that more facilities should be provided there, especially in the way of further elevator accommodation.

The Vancouver Harbour Commission was organized in 1913. In 1919, this parliament