

shall not only pay the interest on them, but also meet the debentures when they fall due; and to that end I am taking steps to provide for a sinking fund at the various ports.

Mr. J. H. SINCLAIR: What was the revenue of Vancouver harbour last year?

Mr. BALLANTYNE: I had thought that this morning we would simply give notice that the resolution be considered in Committee of the Whole to-morrow; and therefore I have not before me, the statement which I have had prepared showing the present revenue and the estimated revenue for the ensuing year. I shall be glad to get the information for my hon. friend, but I point out that the revenue has been extremely small, because they had no interest to meet except the interest on the loan of \$300,000.

Mr. J. H. SINCLAIR: When the Bill based upon this resolution is brought down, I would ask the minister to have the details of the revenue of the port and of the tonnage which entered the harbour during last year.

Mr. MICHAEL CLARK: I suggest that the minister give us, at the same time, information respecting the arrivals and departures of ships from the port during that period.

Mr. COPP: How much is it proposed to advance to the Harbour Commissioners during the present year?

Mr. BALLANTYNE: The programme has not really been decided upon. Representations have been made to me that these deep water piers should be erected at False Creek, on the Kitsilano Indian Reserve. Representations have also been made that that is not the most suitable place; that the piers ought to be built in Burrard Inlet—that is, in the harbour proper. I intend to go to Vancouver about the end of August to look over the ground, and after obtaining local and technical advice on the subject I shall recommend to the Government as to where these piers should be built. In any event, the expenditure during the next two years should not be more than \$2,000,000. From what I learned from the Harbour Commissioners, I am under the impression that if they had two deep-water piers each of which would accommodate four ocean ships, that ought to be enough to carry them along for some years.

Mr. COPP: Will the loan of \$300,000 already outstanding be paid off out of this advance?

[Mr. Ballantyne.]

Mr. BALLANTYNE: I have not before me the date of maturity of the loan of \$300,000, but I understand that the bonds will not mature for some years, and I hope that by that time the Harbour Commissioners will be able to redeem them out of revenue. But if the revenues should not be sufficient to take these bonds up, they would have to be redeemed out of this loan.

Mr. McKENZIE: I am not opposed to the development of the harbour of Vancouver, or of any other national harbour, but I differ from my honourable friend (Mr. J. H. Sinclair); I believe that the harbours of all national ports, and all expenditure in connection with them, should be under the control of the Federal Government. I submit also that one or more engineers who are specialists, should be appointed to look after the necessary engineering in connection with the building of these docks. We cannot expect local commissioners to have the knowledge that is necessary to the proper carrying out of this work, because the harbour dues are not sufficient to enable them to engage such expert engineering services as are necessary to the proper construction of these docks. In a sense, docks are world-wide property; they do not belong to us, in a way, any more than to any other part of the world, because ships from all parts of the world must use them. We must, therefore, have men in charge of the construction of these docks who have wide knowledge of matters of this kind, and it is impossible to expect that from a harbour commission.

Mr. J. H. SINCLAIR: While I do not want to enter into any controversy with the leader of the Opposition (Mr. McKenzie), I still maintain my position that these great national ports can better be handled under local control than they can from Ottawa, and I think that is sound. We have the experience of the port of Montreal to fall back upon. It is the one bright spot in the management of the ports of Canada, and it has been managed in that way, that is, the Dominion Government have guaranteed the bonds where it is necessary to make large expenditures, and the port of Montreal has undertaken the full responsibility of paying the interest. It has continued to pay the interest for many years, and the whole arrangement has been very satisfactory. Who should know better how the port of Montreal should be run than the city and the people and merchants of Montreal? If you want to undertake to run the port of Montreal from the city of Ottawa,