

Vancouver Harbour

to be commended for taking time by the forelock and establishing these elevator facilities in order that Canada may not be behind in the great development which is bound to come in the Orient, as she was behind when the development took place in Alaska. It is well known that on the coast at that time—and this particularly relates to Vancouver—the facilities were lacking for handling trade to the Yukon and Alaska, with the result that Seattle received a great impetus in her development. She had the facilities and was therefore able to take the trade when we had scarcely waked up to its advantages. Grain is to some extent replacing rice in the oriental diet, and as time goes on the trade and traffic in grain between Canada and Japan and China will grow more and more.

Reference has been made by one hon. member to contributions made by the people of the West for works of this kind. But I submit that this is a national undertaking, not merely an undertaking for Vancouver; the people of St. John and of Montreal are just as much interested in it as the people of Vancouver. Certain private enterprises are contemplating the construction of elevators there. As trustee of an estate I sold the first two water frontages for private elevators, and thus I have come in contact with actual dealers in grain, the men who are going to develop elevators there in order to carry on the grain business. I learned from them that it was essential that some large undertaking in the way of elevator accommodation such as is contemplated by this resolution should be carried out; that it would help private enterprise as no other method would. When grain men see the government interested in establishing a sound and permanent business in grain traffic, they themselves feel safe in going on with it. I was advised by one of these dealers that the presence of a large number of export grain dealers in the city would help not only the port itself, but also the producers of grain in the West. As the hon. member for Vancouver Centre (Mr. Stevens) has said, it is a fact that notwithstanding the discriminatory freight rates to which the people of British Columbia have been subjected, there is an advantage of nearly ten cents a bushel on grain going from Edmonton to Liverpool via Vancouver as compared with the rate on grain going from Edmonton to Liverpool via eastern ports. The Minister of Marine (Mr. Lapointe) has stated that some 19,000,000 bushels of grain went through Vancouver last year. So, it is evident that with proper grain facilities there will be no

[Mr. Ladner.]

blocking of the grain, and the farmer will be able to get a maximum of advantage. I am told that one of the reasons why the producers got nearly \$2,000,000 less than they should have got was because of the conditions under which the grain dealers were able, by manipulating the cars and so on, to get this ten cents a bushel which really should go into the pockets of the farmers. One purpose this resolution will serve will be to eliminate those opportunities, and thereby directly contribute to the advantage of the farmer. If two hundred million bushels, which is only one-half of the grain crop of Canada, should go via Vancouver, the farmers of the prairies would have on this basis an additional revenue of something in the neighbourhood of twenty million dollars. I see some hon. gentlemen smile at that, but it is a fact. I have the data and can establish the point which I am making. There is an advantage of ten cents a bushel in favour of the Edmonton-Vancouver route to Liverpool over the Edmonton-Montreal route, and the establishment of a grain elevator will be one method of diverting that ten cents a bushel from the hands of the grain elevators into the hands of the farmers.

Mr. MACLEAN (Halifax): Is my hon. friend supporting this expenditure at Vancouver on the ground that it is justified by anticipated wheat exports, or does he hope for some general port development there?

Mr. LADNER: I thought that the immediate justification had been well explained by the minister showing the actual net profits which are now produced, and not wishing to duplicate his remarks I took up another point, the development of trade. I say that it would enlarge the possibilities of oriental trade, and greatly increase the possibilities of still larger profits, and at the same time private enterprise would be encouraged to go in when the people saw the government step in whole-heartedly. The idea that this expenditure is to be a continual drain, that we are going to come back here year after year and ask for another appropriation, is quite unreasonable and quite unfair, because once you get the volume of business going through the port and the trade established, it is more than likely that private enterprise will be able to carry out what it is unable to carry out at the present time.

Mr. MILLAR: I am pleased indeed to see this western route opened up, because I believe that when we get a great deal of our grain going over the Pacific route, as well as over the Hudson Bay route, many of the