

have to be approved by the Governor in Council.

Mr. CALDWELL: Then I understand that this money will be advanced in order to carry the work on?

Mr. CARDIN: Advances will be made as the work proceeds.

Mr. CALDWELL: I understood the minister to say that the money would be loaned on the completion and approval of the work.

Mr. PARENT: Where will the harbour commission get the money to proceed with the work?

Mr. CALDWELL: That is what I was wondering. I understood the minister to say that, but I do not think he meant it. I should like the minister to assure us that there will be a sufficient amount of traffic to go through the port of Quebec to warrant this expenditure. Because, as I said the other night, the fact that formerly all this traffic has been centred at Montreal meant that a large portion of it went to build up American ports instead of our own ports. If, however, this traffic is centred at Quebec, then when navigation closes on the St. Lawrence that portion of it that is heading for Quebec will find its way to our eastern seaports. But while it is centred at Montreal its natural outlet is Portland and the other American ports to the south of us. I want to see the port of Quebec developed; and the burden of my criticism the other night was that that was not being done, that Quebec has not been used in the past. Therefore the Maritime province ports have not been getting any traffic handled on the lines of the Canadian National railway. Because when freight lands at Montreal it is not logical to haul it from that city to St. John or Halifax; the logical outlet is Portland or other United States ports. On the other hand, our Maritime province ports are nearer the wheat fields of the west by the Transcontinental than Portland is via Montreal. For that reason if a proper rate is quoted on the Transcontinental this traffic could and should go through the port of Quebec. There are other reasons why the Transcontinental should be used. That railway can handle more traffic per ton mile than any other road in Canada; it has the best grades possible to haul the biggest train loads and to handle freight cheaper. I never could understand why the rate was maintained against Quebec at the very high standard at which it is at the present time; it not only starves Quebec but also the Maritime province ports. I think the delegation which

[Mr. Cardin.]

came up this year to interview the government must have impressed upon them the fact that while the adoption of this suggestion will not solve the problems of the Maritime provinces it will help to do so. I think the government will be well advised to keep this matter in mind. I think the House will not hesitate to spend money in developing the port of Quebec if the proper policy is carried out in regard to routing traffic through Quebec and Maritime province ports.

Mr. SPENCER: How much of this vote of \$5,000,000 will be spent on elevator construction?

Mr. CARDIN: I cannot say, from the estimates we have at the present moment, that any amount is going to be spent on elevators.

Mr. CALDWELL: What is the elevator capacity at Quebec at the present time?

Mr. CARDIN: Two million bushels.

Mr. CALDWELL: And what amount was put through?

Mr. CARDIN: Five million bushels last year.

Mr. CALDWELL: But for the whole year?

Mr. CARDIN: Five million bushels.

Mr. LEWIS: I should like to ask the minister why, under the expenditure proposed in connection with this loan, there should be an outlay of a million and a half for dredging. Provision is already being made for dredging in Quebec harbour under another vote. Why is the harbour commission borrowing money from this government for dredging when the Public Works department is already doing dredging in the St. Lawrence and the various harbours?

Mr. CARDIN: The dredging which is being done in Quebec, or in the vicinity of the harbour is in the St. Lawrence channel. In this case the dredging will be done near the shore where the wharves will be constructed. There is a certain depth of water there already but that depth will not be sufficient when the wharves are constructed. In order to be able to dock the bigger vessels at these wharves it will be necessary to provide a greater depth of water.

Mr. LEWIS: I notice in several instances that where there is wharf construction the Department of Public Works is also doing dredging. Why cannot the work in this particular case be done under the same department? The government say this \$5,000,000 is a loan but as far as any possible return to