

There are one or two other things which surprise me in connection with the use to which this money is to be put. There is vital necessity for terminal railway facilities if this grain is to be handled economically and with despatch. I am surprised that no mention is made of the harbour railway facilities. At present all railways other than the Canadian Pacific are handicapped because the Canadian Pacific has all the water frontage where the elevator is and where the proposed elevators will be built. It is important, therefore, that the harbour commission should have under its jurisdiction at the earliest day the harbour facilities so that all railways will have a chance and so that the grain can be handled with the utmost despatch.

The port of Montreal, which is a much greater distance away from the grain-growing country than Vancouver is, handles nearly 200,000,000 bushels a year; therefore it is a moderate estimate that the port of Vancouver, given the necessary handling facilities, should handle 100,000,000 bushels a year. But even with this increase we shall not have more than one-third of the facilities offered at Montreal, so I anticipate that at a very early date the western grain growers will be demanding additional facilities. I recommend to the government an immediate consideration of the necessity which is obviously in front of us.

Mr. PORTER: Is it contemplated that this proposed advance will be sufficient to enable the commissioners to complete and efficiently equip the intended improvements in this harbour, or is this merely a commitment, so to speak, in connection with which further expenditures will have to be made later? I would also like to ask whether the government is in possession of plans and specifications necessary to enable it to determine whether the expenditure of this \$5,000,000 will be advisable. That information ought to be in possession of the government, and we should know whether the proposed expenditure will be sufficient without the placing of further obligations upon the people.

Mr. LAPOINTE: The amount which it is proposed to lend to the harbour commissioners of Vancouver will, it is anticipated, meet the estimated immediate requirements. Of course, it is impossible to say definitely that this will be sufficient to meet all future requirements. We have had a rather prolonged discussion and many questions have been asked; I would ask that the resolution be allowed to pass and when the bill comes back before the committee after its second reading I shall be in a better position to give the

information asked for this afternoon from various quarters.

Mr. SALES: Will the minister give me again the name of the engineer he mentioned?

Mr. LAPOINTE: Mr. Rolph.

Mr. SALES: Is there any particular difficulty with regard to the site at Vancouver? The minister gave a lot of figures—\$171,000, \$155,000, and so on; some of these amounts will no doubt be for preparatory work on the site. My question is this: Is the \$2,000,000 for the 2,000,000 bushels merely for the construction and equipment of plant? The minister need not answer immediately if he does not wish to do so. Another point: the amount of \$400,000 for the extra 500,000 bushels, as mentioned by my hon. friend (Mr. Clark) certainly seems very high. I am sure that the estimated storage costs—merely for bins, without any working plant—at the elevators at the head of the lakes are very much below that amount per bushel. I would also draw the minister's attention to the fact that there is one man, a resident of Port Arthur, who does practically all the planning of the terminal elevators. It is very necessary that this elevator should be equipped with the proper machinery. Terminal elevators very soon become obsolete, and if they are not efficient it becomes too expensive to handle the wheat going through them. This gentleman has devoted practically the whole of his time to devising new methods and new machinery for these plants, and I would certainly suggest that in order to make this Vancouver elevator an efficient and economical plant, the government should consult with Mr. Howe and with Mr. Fennel, who, in my opinion, has in Montreal a very efficient and economical organization.

Mr. STEVENS: May I interject that Mr. Howe is the engineer who designed the existing elevator?

Mr. SALES: Yes, also the ones at Calgary, Moose Jaw, Saskatoon and our own co-operative terminal, as well as the new one for Mr. Stewart and a number of others. I think he is probably the best man in Canada to-day for that work. I do not know the gentleman you have named here but I would suggest that you have the two men work together in order to get the most up-to-date plant possible.

Resolution reported, read the second time and concurred in. Mr. Lapointe thereupon moved for leave to introduce Bill No. 16, to provide for further advances to the Vancouver harbour commissioners.