

way Company. It is a very large harbour, as the hon. gentleman no doubt is aware, and if we erect our deep water piers where we intend to locate them, provided Burrard's Inlet is definitely decided upon, they would be where we now own a grain elevator and also a pier. There is no question about the Government owning the foreshore rights there. I have not heard anything about provincial rights as pertaining to the authority of the Federal Government or the jurisdiction of the harbour commissioners.

Mr. McKENZIE: I understand that the Government of British Columbia gave some lands to a railway company, and a question has arisen as to the extent of the grant, the Provincial Government contending that the grant does not cover the foreshore, and the company claiming that it does. I was wondering if the foreshore of this harbour was involved. I may not understand the situation properly, but I understand the minister to say that the Government have a couple of piers there and an elevator. Would those be within the zone of jurisdiction of the harbour commissioners when they take charge? Or perhaps they have already taken charge?

Mr. BALLANTYNE: The Bill gave the harbour commissioners of the 4 p.m. port of Vancouver similar authority to that exercised by the harbour commissioners of the ports of Montreal and Quebec. The measure was introduced by my predecessor, Sir Douglas Hazen. The authority of the commissioners, of course, would be over all the wharves that the Government own—we only own one out there—and also over the elevator and any new piers that might be erected. The harbour commissioners also have authority to levy wharfage dues on in bound and out bound freight. They have not been exercising that authority, but I have given them instructions to do so, because it is necessary for the harbour commissioners to raise their revenue in order to meet the 5 per cent interest on the moneys that we are now asking Parliament to vote and the expenditure on capital that will take place from year to year.

I might say, Mr. Chairman, while on this question, that I was asked when the resolution was before the Committee to find out what the revenue and expenditure of the harbour commissioners amounted to. I now have this information. For the past fiscal year their revenue amounted to \$105,229.29;

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their expenditure to \$25,198.54. Their estimated revenue, levying the wharfage dues that I have just referred to, and also collecting dues from water lots and other sources, would total \$380,480. This would enable them quite easily to defray all the expenditures of the harbour, provide for 5 per cent interest on loans, and also to set aside a sinking fund to redeem these twenty-five year debentures as they mature.

The question was also asked me as to what amount of sea-going tonnage the port of Vancouver has. I find that the sea-going tonnage inwards was 1,890,873 tons; outward, 1,643,382 tons, or a total of 3,534,255 tons. The port of Vancouver is growing very rapidly, and with the Government merchant marine that we are now building, and with some of these ships shortly running to the Orient and to Australia and to New Zealand, it will be necessary to build some more deep water piers; and, aside altogether from what the Government require, the other steamship owners are also in need of more pier accommodation. The harbour commissioners themselves floated a loan of \$300,000, but no public moneys have been voted to them at all, and I am sure hon. members will agree with me that it is wise and necessary that the port of Vancouver should have some money voted to them now in order to provide the necessary shipping facilities and to supply the necessary accommodation that such a large port requires.

The member for Maple Creek (Mr. Maharg) asked how much grain had been handled at Montreal and what the expenses amounted to. The total revenue collected by the Harbour Commissioners for the port of Montreal for the year 1918 was \$2,104,191.48. The revenue collected was as follows: From the grain elevator system, \$610,701.23; from railway traffic, \$481,560.44; wharfages, \$510,805.27; shed rental, hoists, etc., \$264,148.57; rental of harbour spaces, \$112,360.47; sundry receipts, \$124,615.50. Out of the total revenue of \$2,104,191.48, only \$610,701.23 was collected from grain. The amount of grain that passed through the elevators at Montreal during last season was 66,824,739 bushels, of which 40,957,078 bushels consisted of American grain. Only twenty-nine per cent of the receipts from the grain elevator system at Montreal was collected on grain grown in Canada; seventy-one per cent was collected on American grain.

I was asked also about the port of Quebec. The sea-going tonnage for Quebec amounted to 1,056,150.