

Mr. CARMICHAEL: Thank you. I am afraid, Mr. Chairman, that our hopes for progressive representatives from Vancouver are not very good. Now, there is perhaps one other point that might be mentioned. While the application for this loan is made to the Dominion authority, and while I have every hope that it will go through, yet in my opinion it would be preferable if the citizens of Vancouver and British Columbia and the western half of the prairie provinces contributed the major portion of the money necessary to develop these harbour facilities. Possibly that course will be followed along with the present procedure.

One other point. This is the first application that has been made, I believe, for a development that is going to continue. Now, I wonder if this is only the first "bite" and if there are many more applications to follow. When the hon. member for Skeena (Mr. Stork) was eulogizing the beauties of northern British Columbia and pointing out the advantages of the fine harbour of Prince Rupert, he took occasion to remind us that the prospects of shipping grain from the prairie provinces were never better than by the port of Prince Rupert. Are we to expect that a board of harbour commissioners will be organized at Prince Rupert and an application made here for another five million dollars to develop that port?—and then possibly in the near future another loan of five million dollars asked for the further development of Vancouver harbour? Will the good work continue in this way? If such is the case, I for one would not be very strongly in favour of lavishly expending Dominion money or loaning it out with the likelihood of not getting it back in the near future. I would rather favour the citizens of the interested cities and provinces getting together and contributing the money—I am sure it would be forthcoming in that western country—and so developing the ports of Vancouver and Prince Rupert and opening up for the prairie provinces further outlets for their grain.

Mr. MacLAREN: I take this opportunity of supporting the resolution, and I do so not because I am a western man, but because the result will be to encourage business through the port of Vancouver and to assist in bringing about the carrying on of Canadian business through Canadian ports. The adoption of this resolution will be a step in that direction; it will be evidence of an effort to do what means so much for the prosperity of our country, namely, to ensure the employment of our railroads and of our seaports.

It has been stated once or twice in this discussion that grain can be exported through Vancouver during the winter season and that navigation is during that period closed in the East. Now—I was going to say, unfortunately, but rather I should say, fortunately—that is not a correct statement of the facts. At the present time grain is exported from the city of St. John, where the elevator capacity is two million and a quarter bushels, a million more than the elevator capacity at Vancouver. However, the same difficulties exist at the port of St. John that are met at the port of Vancouver; that is, there is lack of accommodation and facilities. It is not a case of creating business. The business is there, but it is being refused; it is being lost on account of the lack of accommodation. That is one reason why I am in favour of the encouragement of all ports in this Dominion that are suited to the handling of the business which presents itself. A few days ago in the port of St. John there were six steamers lying in stream awaiting to be loaded; the business was there, but the accommodation was insufficient.

There is another thing that I wish to emphasize about this business in the East, and that is that it is not closed in winter. It is true that the St. Lawrence route is closed, but the port of St. John is always open. But there is another large port through which grain is sent in streams during the winter, and that is Portland. In other words, a foreign port is handling a great deal of our Canadian export trade. In view of the fact, therefore, that we should be doing this business through our own ports, I am glad to do what I can to support Vancouver or any other Canadian port with a view to our handling this export trade to the best advantage.

Mr. LADNER: The government is to be complimented in engaging upon this national undertaking, not only because of its benefit from the point of view of a market in the United Kingdom for our western grain, but also because of the developments which are now taking place in Japan and China so far as our grain trade is concerned. I happen to be in touch with interests in Vancouver which handle more of that oriental trade, perhaps, than any other concern, and I am informed that most of it must necessarily be handled through Vancouver. The larger Japanese and Chinese concerns dealing in grain have their head offices in Seattle, and we have now reached the point where there is keen competition between United States and Canadian dealers for the markets of the Orient. I say again that the government are