

He said: We last year voted an authorization to the Harbour Commissioners of Montreal to expend the sum of \$5,000,000. They are before us again to-day asking us to authorize them to spend \$10,000,000 on works which they feel are absolutely needed if the port of Montreal is to function properly and receive and expedite the crops of the West, and other merchandise that reaches that port from the interior and the exterior.

I need not repeat what I have had occasion to say before—that the Harbour Commission of Montreal is prosperous, that it meets its charges in interest and amortization, and has still a surplus. The Commissioners feel that they would be reproached for not furnishing the necessary facilities if the work that they are called upon to do did not meet the demands of the trade as it developed. They would prefer developing ahead of the trade, but they have not been able to do so. They are just meeting the exigencies of the day.

Right Hon. Sir GEORGE E. FOSTER: What is the total amount advanced up to the present time?

Hon. Mr. CASGRAIN: \$31,000,000 guaranteed—not advanced.

Hon. Mr. DANDURAND: The total amount authorized for advance on loan to date is \$37,250,000. The last Act passed last year authorized \$5,000,000. The total expenditure on improvements to date on items such as harbour, piers, dredges, buildings, electric freight hoist, grain elevator system, etc., up to December 31, 1922, was \$35,733,000.

Hon. Mr. REID: What rate of interest will the Harbour Commission pay for this loan?

Hon. Mr. DANDURAND: Section 5 of the Bill says 5 per cent, payable half-yearly.

Hon. Sir JAMES LOUGHEED: You are not borrowing money for them?

Hon. Mr. DANDURAND: No.

Hon. Mr. WILLOUGHBY: What, in a general way, are the betterments to be made in Montreal?

Hon. Mr. DANDURAND: The whole programme is as follows:

1. Cold Storage Warehouse..	\$350,000
This amount is to cover over-expenditures already made over the approved estimates, and is simply required to reimburse the Commissioners for this expenditure.	
2. Railway, Victoria Pier to Queen City Wharf..	237,000
Hon. Mr. DANDURAND.	

(a) Elevator No. 3, (yard)..	\$85,000
In connection with proposed elevator No. 3, Tarte Pier, there is an expenditure of \$85,000 to provide railway tracks in and around the elevator (yard).	
(b) Shore wharf tracks, Sections 27 to 30..	18,000
During 1922 the Commissioners extended their high level wharf a distance of 1,687 ft. from section 27 to section 30. This wharf is now being filled to proper length and upon it the Commissioners propose to lay railway tracks, without which, of course, the wharf will be useless.	
(c) Pius IX subway extension..	15,000
In providing tracks to elevator No. 3 for connecting trackage, it is necessary that an embankment above the present pier level be provided, upon which to lay the trackage. This embankment continues past Pius IX Avenue, and, if a subway were not provided, would block access to the port in that district.	
(d) Aylwin Street subway extension and ramp..	78,000
The explanation of item (c) also applies to this item.	
(e) Richelieu Street subway ramp	12,000
The explanation of item (c) also applies to this item.	
(f) Completing Papineau Avenue ramp..	29,000
On account of the raising of sections 27 to 30, referred to in item (b) above, it is also necessary to extend the ramp in this location; extending from low to high level application.	
3. New track work, McGill Street to Victoria Pier..	200,000
Between 1918 and 1922, the Commissioners electrified their railway system between Victoria Pier and the Eastern terminus of the port at Montreal East, out of the appropriation of \$500,000. An amount of some \$40,000 was left at the end of 1922 with which the Commissioners are presently electrifying the railway on the Victoria pier and the tracks connected with elevator No. 2, so that the railway traffic to that elevator will be electrically operated at the opening of navigation 1923.	
It is the desire of the Commissioners to complete the electrification of all the high level tracks in the port, and when they came to consider the electrifying of that portion between Victoria pier and McGill Street it was found that the rails and track work were in such condition that practically an entirely new set of rails would have to be laid in that section. The rails at present in service are 85 lb., and half of them require to be renewed at once. The Commissioners are asking for an appropriation	