

bushel to the price of our wheat when the rates are as they should be, and when other necessary conditions are brought about along with reduced freight rates. I do not hesitate to suggest that we could effect a reduction of fifteen cents a bushel on the handling of wheat, which of course would naturally go to the producer. If that can be done, why should we not do it? As I said before, I do not see why elevator capacity should not be provided at Edmonton if the western route is opened up. I do not believe that the government would need to invest money there for taking care of the grain and storing it, in fact, the government in the present case are doing nothing more than making it possible for Vancouver to establish those facilities which it needs. We do not want the government to make any donation; I believe that any business ought to pay for itself. I think we are paying for the transportation of our wheat, no matter who carries it; and all that is asked is that the government loan what moneys are necessary to provide that transportation which shall pay for itself. I am pleased to associate myself with those who are supporting the resolution, and I have hopes for the government when they bring in a resolution that is as fair and reasonable as this one, and undertake a development that is so badly needed in Canada to-day.

Mr. KING (Kootenay): It does not seem necessary for me to extend the discussion. It is pleasing to find a resolution of this character so well and so unanimously received by our friends opposite. I have a pretty close knowledge of the conditions that led up to the desirability, in fact the urgent necessity, of the government bringing this resolution before the House. It has been shown during the last few years that it is possible to ship the grain of the western provinces particularly Alberta and western Saskatchewan, through the Pacific ports. It has been found that that grain can be taken to these ports and transported across the Pacific to the markets that apparently are waiting for it. It has also been proved that by utilizing the Panama canal this grain can be sent to the world's markets, particularly the United Kingdom. As demonstrating that possibility, the present elevator at Vancouver has served a very useful purpose. But it has been seen, particularly during the operations of last year and this year, that if that western route was to carry in competition with the eastern routes and was to serve the purpose it ought to serve for our grain products, then additional facilities would have to be provided at Vancouver. An hon. member has suggested

that he does not altogether like the idea of the government voting money in chunks of \$5,000,000 for expenditures of that kind. I will call his attention to the wording of the resolution. He will notice that although parliament will, as I have no doubt, grant the proposed sum of money, the resolution provides that each of these advances shall be made from time to time and must go through the department concerned, namely the Department of Marine. This money is not handed over in a lump sum, but is advanced as the work progresses. It is also well understood, I think, that the harbour commission is under the authority and control of the government of Canada, so that their activities in the harbour of Vancouver are at all times subject to our approval. It is true that as a commission they may initiate policies and advise the department, but after all the moneys advanced by parliament do remain in our control and are advanced as the occasion requires.

Now, in regard to the port of Vancouver, in fact to our Pacific ports generally, we find, due to the expansion of trade in the Orient and the operation of the Panama canal, that there is going to be a great change in shipping on the Pacific coast. We believe the day is not far distant when freight will be moved to the Pacific coast by water and thence transported into the interior of Canada. And in the handling of this grain traffic we will find that as the grain movement increases to the Pacific coast there will be a larger tonnage coming into that port bringing imports and taking return cargoes in the way of grain and other products of this country.

As to the transfer of the elevator from the grain commission to the harbour board, that matter was very carefully canvassed between the two departments of the government, and owing to the fact that the harbour commission not only controlled the pier over which the elevator is served, but also the movement of ships in the harbour, it was felt that the harbour commission would be in a better position to serve the handling of grain at that terminal point than a grain commission operating either in Port Arthur or Fort William. There is no complaint to make as to the activities of the grain commission. They, in conjunction with the harbour commissioners, did make regulations last year which rendered it possible for the harbour facilities to serve the grain traffic to the utmost limit of their capacity.

I am satisfied that this loan will do much to improve not only the grain handling facilities but other facilities at the port of Vancouver. It has been stated that it is not