

5. The St. Lawrence route is the principal artery of the trade and commerce of the Dominion, and any trade diverted to ports to the south of us through failure to provide adequate accommodation would be a national loss, and

6. The government have already spent large sums of money in improving our aids to navigation, and the increased trade which has resulted therefrom during the past twenty years has fully compensated the country for the expenditures made.

The memorandum goes on to set out the advantages of this port for the larger passenger liners and also states that other liners would come if accommodation could be secured. The Quebec Harbour Commission have been carrying on the work of developing the port of Quebec and if this further improvement is carried out legislation would eventually be brought down in order that they might be enabled to go on. For this year we are asking for this vote in order that the Department of Public Works may confer with the harbour commission and carry out certain preliminary works. The suggested improvements have the support of Sir Henry Thornton, of the Canadian National, and, Mr. Beatty of the Canadian Pacific, which are large users of this port; also of the Shipping Federation of Canada.

Mr. GARDINER: Will these improvements come under the control of the harbour board when completed?

Mr. KING (Kootenay): I think they should, yes. The vote for this year is to carry on and to come to conclusions with the harbour commission as to the nature and extent of the development. I should think that legislation would probably follow.

Mr. GARDINER: Is it going to cost this country half a million dollars to come to conclusions with the harbour board?

Mr. KING (Kootenay): No.

Mr. GARDINER: I do not think the minister has given an adequate explanation. Do the harbour board pay the interest on the loans already made by the federal authority?

Mr. KING (Kootenay): I have not that knowledge. The Public Works department have done a considerable amount of work at the port of Quebec. If we find the conditions urgent we may start certain works there this year.

Mr. CAMPBELL: We are spending money upon improvements with a view to the development of Quebec harbour and at the same time we are putting up an artificial barrier against that very development in the form of grain rates that are discriminatory against the port of Quebec. Let me quote

[Mr. J. H. King.]

some of the rates: From Goderich to Halifax, 1,305 miles, 12½ cents a bushel; Armstrong, on the Transcontinental, to Quebec, 959 miles, 20.7 cents a bushel; on the prairie, from Edmonton to Port Arthur, 1,305 miles, 15.6 cents a bushel. I had intended to deal with this matter very fully, but on account of the lateness of the hour and the desire to wind up the session I shall not do so. It is my intention, however, to bring the matter up next session. Something should be done in regard to these rates. We in the West want to use the port of Quebec for shipping our cattle, because the facilities at Quebec are very much superior to those provided at Montreal. It has been figured out by representatives of the United Grain Growers who sent a trial shipment of cattle through that port last year that there was actually a saving of \$5 per head on cattle shipped through Quebec. It takes less time to get there—the saving in time was about 18 hours. But we cannot use that port for our cattle unless we are able to ship some grain there and the rates in effect on grain are simply prohibitive; it is impossible to have any grain go forward under the present condition. I have given this question a good deal of study and it seems to me that there are some influences at work which are preventing us from using the port of Quebec. I am sorry the hon. member for St. Lawrence-St. George (Mr. Marler) is not here to-night; I do not like to raise this issue in his absence. I will reserve some remarks I had intended to make until some time he is here. But it seems to me that the steamship combine on the lake—because after all it is a combine—must have something to do with it. There is a considerable saving in insurance in shipping from Quebec. I understand that a large part of the insurance rate between Montreal and Liverpool is based on the risk on the St. Lawrence river, and that is overcome when you reach Quebec. We in the West are anxious to use Quebec for our cattle; it seems to be the only hope we have of developing any cattle trade in the Old Country. With the present rates, however, it is impossible for us to develop that trade. When we secured the lifting of the embargo in the Old Country we thought a considerable cattle trade with England would then develop, but we see now that it is impossible.

Mr. STEWART (Argenteuil): Why say it is impossible?

Mr. CAMPBELL: Well, it does not pay. In connection with the shipment that was sent to the Old Country last year through the