

Mr. KING (Kootenay): We spent \$2,506.

Mr. STEVENS: How much has been spent altogether?

Mr. KING (Kootenay): Our expenditure will be \$22,000 altogether.

Mr. STEVENS: There has been \$2,500 spent, and the minister is asking for \$15,000 this year, or a total of \$17,500, while the contract is \$22,000. Why should this work be extended over three years?

Mr. KING (Kootenay): The Citadel Brick Company is paying a portion of the contract.

Mr. STEVENS: Then the government's share is not \$22,000?

Mr. KING (Kootenay): No, that will be the total cost.

Mr. LADNER: Have there been wharf facilities in this locality before?

Mr. KING (Kootenay): No. There is a very considerable industry there, and it is developing. The government are constructing the wharf and the Citadel Brick Company is contributing a portion of the cost.

Mr. LADNER: Are there any other industries?

Mr. KING (Kootenay): I think that is the main industry.

Mr. LADNER: What other purpose would the wharf serve?

Mr. KING (Kootenay): They are shipping about 12,000,000 brick annually. The local settlement would be served as well.

11 p.m. About 12,000 cords of pulpwood is shipped out, and a very considerable amount of coal and merchandise is shipped in.

Mr. LADNER: How was this handled before?

Mr. KING (Kootenay): I imagine it was not handled at all.

Mr. LADNER: Has the business all originated since 1923?

Mr. KING (Kootenay): I do not think so. Last year it was considered necessary to construct this wharf in the interests of the community.

Mr. LADNER: But the volume of traffic mentioned by the minister surely did not originate in a few weeks or months; it must have been handled in some other way before.

Mr. KING (Kootenay): I do not claim that the traffic originated this year or last year; it has been there for years. The company have been operating, and finally a public request was made for a wharf. Upon investigation a wharf was considered necessary.

Mr. LADNER: The point is, were there not wharf facilities there before to handle the existing business?

Mr. KING (Kootenay): No.

Mr. LADNER: Then how was it handled?

Mr. BUREAU: By gangways up to the schooners and wheelbarrows.

Mr. LADNER: Was pulpwood handled in that way?

Mr. BUREAU: They go alongside the schooner with small rafts. My hon. friend does not understand the situation there. These industries have settled around the coast, and at the start they had very primitive ways of handling their stuff. The schooner would lie there, and at low tide they would load the stuff on to the ship with wheelbarrows and carts, with a great deal of difficulty and at great loss to the shippers. That is a great handicap to the brickyard.

Mr. LADNER: Does the minister state that pulpwood and bricks are loaded by wheelbarrows on to the ship?

Mr. BUREAU: On the schooner. I have seen them.

Mr. KING (Kootenay): The company found they could not carry on their business successfully without better accommodation. It is a large industry, producing about 100,000 bricks per day. With this accommodation they expect to increase their capacity by 50 per cent, and to export brick by water to the American market.

Mr. LADNER: Then if it were not for the brick company the wharf would not be built?

Mr. KING (Kootenay): I would not think so. It is a large local industry.

Mr. LADNER: Actually the government is building the wharf for the brick company.

Mr. KING (Kootenay): I think my hon. friend is unfair.

Mr. ROBB: Who are we building wharves for in Vancouver?

Mr. LADNER: For a large number of people and the public generally. I observe that when Vancouver South wants public