

Manifestly there must be a very great saving in the case of a route so much shorter, especially with proper facilities and a fair and reasonable use of the Yellowhead pass as against the Kickinghorse pass. If the Canadian Pacific railway cannot haul grain through the mountains at the same cost as the National road then the latter and not the former is liable to get the business. And why should it not? Why not deal with transportation in the same manner as one would do when making a purchase of any commodity? If a man makes as good a pair of boots for \$4 as a man does who charges \$6 for footwear, it means that the former will sell more boots; and if the National road can haul grain through the mountains at a lower rate than another system can, by reason of better grades, it is likely to get the business. That is a very important item to consider in dealing with this question.

I am very much in favour of the motion but I would go to the extent of suggesting to the minister that he should make a grant rather than a loan to the city of Vancouver.

Mr. COOTE: I want to disagree with the sentiment expressed by the last speaker that the government should make a grant rather than a loan to Vancouver harbour board. I would much prefer that the minister adhere to his proposal, that is, to loan this money to the board.

As far as the transportation of wheat is concerned, which will be carried through the port of Vancouver, I am sure that the men who raise that wheat are quite willing that the elevator at Vancouver should receive whatever reasonable charges are necessary. I simply want to mention one or two points that were not brought out this afternoon, and then submit one or two questions to the minister.

The first thing I wish to point out in regard to wheat production in Canada is that we have all the production that the present outlets can take care of. We are very close to the danger line. Last season we had a crop in Canada, we are told, of 399,000,000 bushels of wheat, an average of  $17\frac{3}{4}$  bushels per acre. In the year 1915, we had an average crop in Canada of 26 bushels per acre. If in the year 1922, we had had the same average that we had in 1915, instead of 399,000,000, we would have had 582,000,000 bushels, or another 183,000,000 bushels, which would have had to be taken care of. We are also told that there was a blockade on the one big outlet, that is by the Great Lakes. What would the blockade have been like if we had had to

market another 183,000,000 bushels this year?—and hon. members can see that that was quite a possibility.

One other point which, I am sure, will interest particularly members from the Maritime provinces is this, that if additional facilities are not provided at Vancouver for handling the wheat, particularly from Alberta, there is in the United States another Portland—Portland, Oregon—which in a few years will be taking a large quantity of our wheat, and then members from British Columbia will roar just as much about Canadian wheat going through Portland, Oregon, as members from the Maritime provinces now complain about wheat going through Portland, Maine. This last year, a representative from the city of Portland, Oregon, came to Alberta endeavouring to divert some share of our wheat to that city, and assured us that this would be to our advantage. This House should think seriously of that phase of the situation before doing anything which might hinder development of grain-handling facilities at Vancouver.

I am glad to note that there is so much unanimity in this House on this question, but there are a few points which I think we should be a little careful about. From expressions of opinion which I have heard so far this session, I notice that the demand for economy is very general in all quarters of this House, and I hope economy will be exercised in building facilities of one kind or another at the port of Vancouver. I sympathize very heartily with some of the statements expressed by the hon. member for Halifax (Mr. Maclean), for instance, that a great deal of money has been wasted in Canada, particularly on ocean ports or even ports that are not on the ocean, and I want to ask the minister a few questions. After he advances this money to the Vancouver harbour board, will he exercise any supervision whatever over the expenditure of it by the board? If a new elevator is built, would the work be done by tender? Does he expect to have any of this additional elevator capacity at Vancouver ready for the 1923 crop? Once these elevators are put under the board of harbour commissioners at Vancouver, will the department, through the board of grain commissioners, exercise any supervision whatever over their operation? I understand the minister assents. I am glad to be advised of that. Is the elevator at the present time under the Vancouver harbour board?

Mr. ROBB: No.