

Supply—Hudson Bay Railway

parliament that it will embark upon further extensions of the railway to the bay, involving additional equipment and possibly an added expenditure of \$20,000,000, and providing ten specially equipped steamers to do the service of the grain trade for two or three months of the year through Hudson bay and the straits. And that is the predicament in which we find ourselves to-day. We members from the east, so far as I know, are sincerely desirous, yea, we are anxious to associate ourselves with the people of the west in the development of their country by every reasonable project. But we do not wish to be deceived into supporting a partial appropriation such as this, knowing that the fact that we vote for it will be alleged by hon. gentlemen opposite, and construed by the country, as implying on our part a promise to vote for the completion of the road through the last ninety-two miles of bog and moss to reach Port Nelson and to provide for the steamship equipment necessary to carry grain during two months of the year.

Mr. DUNNING: I shall put on record in Hansard some other documents from the reports from which my hon. friend (Mr. Cahan) has been reading, and I will treat him with more courtesy than he extended to me, although I confess I feel rather more comfortable since his admission that the dulness of intelligence is not altogether confined to myself.

Mr. CAHAN: I place myself far below the minister's limit.

Mr. DUNNING: We have listened to a very excellently prepared address embodying all the facts which could be marshalled and all the inferences which could be drawn in order to prove that this enterprise is complete and utter folly. I must congratulate my hon. friend on having done the job thoroughly as a special pleader against the route. My hon. friend based most of his remarks, in so far as they were based upon official documents, upon the 1917 report of Mr. McLachlan, and that is the report I want to refer to particularly. It must be remembered that Mr. McLachlan is a very excellent engineer who specializes in port and hydraulic work generally. To listen to my hon. friend, one would think that Mr. McLachlan was an economist, a financier, an expert in shipping, an expert in railroading—indeed an expert in anything connected with the operation of a transportation system. Mr. McLachlan himself would be the last [Mr. Cahan.]

man to claim special knowledge along those lines. It is true Mr. McLachlan made a report in 1917. He has made other reports since, but the latter are never quoted by those who desire to use Mr. McLachlan in the manner in which my hon. friend used him. The only fault I have to find with Mr. McLachlan is that in his 1917 report he went entirely outside his professional sphere in many respects. The government of the day recognized that and referred his report, in so far as it related to factors outside his special professional knowledge, to a man who might be expected to have some professional knowledge and training with respect to those factors.

If hon. members will look at the return to an order of the House of April 14, 1924, to which reference was made by the member for St. Lawrence-St. George, they will there find at the bottom of page 63 a letter from Mr. R. A. C. Henry, to whom I referred yesterday—addressed to the chief engineer of the Department of Railways and Canals. Following that on page 64 they will find Mr. Henry's detailed analysis of the factors which fell within his purview with regard to the Hudson Bay route and its possibilities. I should like to dispense with reading both those documents, but if I am not permitted to place them on Hansard I shall be very glad to read them, because as a commentary on the address of my hon. friend from St. Lawrence-St. George they are illuminating indeed. I prefer to let them speak for themselves.

An hon. MEMBER: Put them on Hansard.

Mr. DUNNING: My hon. friend is a very able lawyer, but frankly, I would not go to him if I wanted advice with respect to an aching tooth or a contagious disease.

An hon. MEMBER: You might.

Mr. DUNNING: No, not with respect to any disease.

Mr. CAHAN: I am an expert on teeth, not on contagious diseases.

Mr. DUNNING: I would not go to a railway man if I wanted advice on shipping. I would not go to the economist, Mr. Henry, if I wanted advice regarding those technical engineering matters with which Mr. McLachlan is familiar by reason of his special training. But when Mr. McLachlan, I admit in a period of some discouragement with regard