

spoke privately to my friend about the article, and he told me that he had no intention to convey the implication that might be drawn from the document as it now reads.

Mr. DUNNING: Perhaps my hon. friend will permit me to say that I have on more than one occasion paid tribute to the absolute honesty of the late Mr. Cochrane's motives in connection with the whole of this matter.

Mr. BENNETT: Quite so.

Mr. DUNNING: To my mind no such inference can be drawn from this report as that now suggested, and I cannot be responsible for the reporter's words.

Mr BENNETT: Quite so. Not only that, but Mr. Graham himself said that it had been settled by his government before he left the administration.

With respect to this Hudson Bay railway project there has been a good deal of misunderstanding. The only difference that ever occurred between the two parties in this house, so far as I know, was whether or not we had the money immediately to proceed with its construction. I recall that in the first speech I made in the old chamber in moving the address in reply to the speech from the throne, I urged the immediate construction of the railway, pointing out that by 1914 it should be available as an outlet for the western crop.

Now, let us go a step further. I mention this because I observe that parliament is not being consulted in relation to this expenditure. Neither is parliament being consulted with respect to capital expenditure by the Canadian National Railways in the harbour of Halifax. Parliament has not given any authority for that expenditure. I would also point out that there are two sections in the Railway Act of which I think it might be well for the government to take cognizance. In section seven of chapter 171 of the new revised statutes it is provided that:

The minister shall have the management, charge and direction of all government railways and canals, and of all works and property appertaining or incident to such railways and canals, also of the collection of tolls on the public canals and of matters incident thereto, and of the officers and persons employed in that service.

Chapter 172, dealing with our National Railways, contains this section:

Whenever under the provisions of the Railway Act, or any other statute or law, the approval, sanction or confirmation by shareholders is required, such approval, sanction or confirmation may be given by the governor in council.

The speeches that were made in this house last session by the right hon. the Prime Minister and by the Minister of Railways and Canals, particularly that portion of the latter's speech in reply to the member for West York (Sir Henry Drayton), indicated that in their opinion those words should be construed to mean that no money should be expended without the antecedent sanction of parliament. I direct attention to these expenditures that are now being made and to the contracts that have been entered into involving large sums of money, all without the sanction of this parliament, because that which cannot be done directly cannot be done indirectly, as the courts have so often ruled—I direct attention to these matters in order that we may take such steps as may be thought desirable to settle the issue once for all, because if this house desires that expenditures may be made without the antecedent sanction of parliament, then let us say so; but do not let us place upon the statute books provisions with respect to capital expenditures on our national railways requiring the antecedent sanction of parliament and then go ahead in direct disregard of those provisions.

Now, sir, I pass rapidly to the next domestic matter that I think of great importance, and that is immigration. It is true that immigration is by all odds the most important question that can engage the attention of this house or of this parliament. I find that in every part of the Dominion there is a state of unrest in the public mind—suspicion with respect to the manner in which the department is being conducted, suspicion of its administrative power, belief that political considerations have influence in connection with getting permits for the admission of settlers. You will find these things in every newspaper you take up, in the dispatches from its correspondents and in the editorials, and they are discussed in synods and other church meetings. It is high time that something be done to put the power of parliament unitedly behind an effort to bring people over and settle them in this country. We cannot continue as we are and maintain our present position very long. It is essentially important that we should induce more settlers to come to this country. I have pointed out this before, and I repeat it now. I observe in the speech from the throne a statement with respect to settlement that I hardly think was made in the light of the figures, for I find that the record is as follows: In 1920 we brought from the British Isles 59,603 settlers, and from European countries 8,077. In 1926 the figures were 37,569 and 39,717 respectively. For the last