

By next year, said Mr. Gibson, the dominion will be producing seven tanks a day.

If he did not say that, I suggest that the wires were crossed in his department or some other department; and I will tell him further, that he will never catch up with the story; first impressions are always hardest to remove. I accept absolutely his statement that he has been misquoted. But something is wrong.

I want to refer now to motorized equipment. If there is one thing which we should be able to make in Canada for this war, it is motorized equipment. We, rightly or wrongly, have fostered the motor industry in Canada over a long period of years and at great cost to the consuming public. In September last the Minister of Munitions and Supply (Mr. Howe), speaking in Toronto, I believe, made the statement that Canada was producing 600 motor units a day. That seemed to me to be an extravagant statement. A few days later I read that an executive of a big tire company closely allied to the motor industry had stated in a public address in the same city that we were making 100 motor units per day. That seemed to be an understatement. Therefore I made some investigations on my own account, and my information is that neither statement was correct—an overstatement in the one case, and an understatement in the other. But I am glad to say that my investigations lead me to the conclusion that we are now approaching 600 motor units per day, and that spells great progress. Yet, late in the last session, information reached me privately from a reliable source in England that motor units ordered by the government had landed in England in an incomplete condition. Before I could verify the facts, a representative of the Southam newspapers had cabled the story to Canada.

I made no public reference to the report, but after the session was over I made a friendly call on the Minister of National Defence and told him what I had heard and what had been reported to me. I found that he had heard more than I had. He was exceedingly frank with me. He explained the *modus operandi* of the department—how the Department of National Defence had requisitioned these motor units from the supply ministry. The specifications were provided by his department, which also undertook the inspection. Some hundreds of these cars which arrived in England could not stand a brake test, others were incomplete, and parts had to be secured hurriedly, in England, in Canada and in the United States. I am told that the cost aggregated \$80,000. I am not blaming the minister at all. He told me, and I believe every word he told me, that they had set

[Mr. R. B. Hanson.]

up what they considered to be as good an inspection service as was to be found anywhere else in Canada. That is all a minister can do.

An hon. MEMBER: Most of them Tories.

Mr. HANSON (York-Sunbury): Well, I do not know whether they were Grits or Tories. If they did not do their duty they ought to be disciplined, and I am sure the minister has taken care of that. I mention this matter to say that the inspection was either insufficient or faulty.

In the light of these facts—I attempt only to give a few of those that have come to my knowledge; I have had a flood of information and allegations coming to me from which I have had to separate all the chaff—what are we to think of speeches made by ministers and by deputy ministers that in our war effort Canada is living in the best of all possible worlds? I sometimes wonder, when ministers read speeches prepared in many instances by subordinates, whether they ever verify the statements. The Canadian people are puzzled; they are confused; they do not know what to believe. I do not know what to believe, and I call upon the responsible ministers to make as soon as possible, clean, truthful, factual, and honest statements, free from propaganda and partisanship, so that we may examine and know.

The Canadian people want to help the government win this war; make no mistake about that. The heart of the people is sound. We want to help this government win this war—make no mistake about that. But we must be told the naked truth.

I want to know, too, whether in the huge contracts which are being let every day, in such quantities and in such amounts and covering such a variety of products, we are getting value for our money. I am talking now to the Minister of Finance. The Canadian people who provide this money, either in taxes or by way of loans, want to know. But the statements which we get must have the ring of truth. Too much has been put forward which is in the nature of propaganda. The public will swallow just so much of that, but after a while it nauseates.

In passing, may I ask the Minister of Munitions and Supply why no contracts for equipment have been given in the maritime provinces? Aside from minor contracts for supplies, such as boots and shoes, woollens and lumber, the industrial facilities of the maritimes have not been utilized and developed. The only work being carried on in the city of Saint John is confined to the Dry Dock company, and the Saint John Iron Works, which they control. The steel com-