

Administration, used the following words in 1908. Speaking on the Budget debate of that year, the present Minister of Trade and Commerce said:

The rapid pace which has been set and the recklessness of the expenditures that have been undertaken have uprooted all the old rules and all the old lines in reference to expenditure. Whither are we rushing?

I am surprised that the eloquent voice of my right hon. friend has never been raised even when trade and commerce was seriously on the decline, against the expenditures which for recklessness made the highest mark set by the Liberals look like expenditures of a certain provincial government. The hon. the Minister of Finance has repeated in my presence the statement that this Government was ready to spend the last dollar to win this war. I thought that it was only a figure of rhetoric, but looking at the Main and Supplementary Estimates, considering the huge expenditures and considering the transaction which was put through the committee stage yesterday and which was to come up for third reading to-day as well as the legislation that is yet to come, I am under the impression, indeed I do believe, the hon. gentleman is literally bound to spend the very last dollar there is in Canada. It is the opinion of the people who have some regard for economy, who have some regard for other people's money, that the Minister of Finance is absolutely reckless and that this Government deserves severe condemnation for its unwarranted expenditures.

Mr. OLIVER: Mr. Chairman, while I am quite ready to agree with a great deal that has been said by my hon. friend who has just sat down (Mr. Lemieux), and other hon. gentlemen who have spoken on this side of the House, there are certain facts in connection with this Hudson Bay enterprise that, although they have already been discussed, it is necessary to repeat on this occasion so that there shall not be any misunderstanding with regard to the project. As I pointed out on a previous occasion, this particular Hudson Bay enterprise stands in a somewhat different position from a number of other projects that have been compared to it. There is no relation whatever between the Hudson Bay enterprise and the Quebec and Saguenay purchase. The Hudson Bay railway enterprise was inaugurated as a practical matter, I think, in 1910—that is more than seven years ago—and it has been in process of being carried forward ever since as a matter of Government policy to which both parties

[Mr. Lemieux.]

were committed. As far as I know, it has not been made the subject of adverse public criticism in its administration or execution up to the present time. That is not the position at all with regard to the Quebec and Saguenay enterprise, which I am not discussing at the moment but which had its inception before the House a year ago. One great difference between these two cases is that the Hudson Bay railway enterprise was started and was well under way before war conditions occurred. The Quebec and Saguenay enterprise was entered upon long after war conditions had occurred. Therefore, the two matters are not at all in the same class. I recall some criticism of the Hudson Bay enterprise, made, I think, by the hon. member for St. John (Mr. Pugsley). One of his criticisms was that owing to the shortage of shipping it would not be possible to make effective use of the Hudson Bay Railway terminal as it was not possible to adequately supply the present ports of Canada with shipping.

There is another feature of this case, however, that I think is worthy of some attention. Canada has practically only two ocean ports. It has three ocean ports, but for the purpose of my argument the two winter ports are as one. It is possible to blockade the ports of Canada as they stand at present with a minimum of difficulty. There is no other country in the world which depends for its ocean outlet on only one port, and that port under such conditions as to line of travel, as Canada in the case of the port of Montreal. The smallest possible naval effort could blockade Canada's trade during the summer months, and only a little greater expenditure of naval effort could blockade Canada's winter trade from the ports of Halifax and St. John. I submit that under those circumstances it is important to this Dominion of Canada, especially in time of war, that we should have another Atlantic port so situated as not to be subject to blockade by the naval forces that could blockade our present Atlantic ports. There is no doubt that the sea route from the Hudson Bay port is so different and is under such different conditions from the ports of Montreal and Halifax that it offers, in some measure, a means of safety for the traffic of Canada in time of war during the period that the route is open. That is well worthy the consideration of the Government of Canada and well worthy of expenditure in order to make the route available for trade.