

*Supply—Hudson Bay Railway*

resources there than can be found in any other country in the world. All we have to do is to build railways and open up the country, and by this development we will become the dominating part of this North America continent. The Americans would be glad to come over here to-morrow and do the job if we would let them.

I do not want to pass any opinion on others, but certain people would not like to see the Hudson Bay railway completed and a new port established there, for fear the ascendancy of Montreal would be jeopardized. That ascendancy has already been attacked, in a way, by Vancouver and Victoria, and by New York and other United States ports; but Montreal has not suffered. In the same way Montreal was not hurt by the opening of the Panama canal. I believe Montreal will be a better port than ever if it has to buck against the competition of the Hudson bay route. I want to see a lot of our grain go through Halifax and St. John, and if we believe in the Maritime provinces we should do our share to help them forward. I noticed in the *Globe* newspaper the other day that for some reason or other it is advising the government not to be in too great a hurry in dealing with this question. Well, we have not been in a hurry so far; we have been too slow. Let us deal with the question, and if the route is no good let us say so and drop it. But when Canadians undertake a work they finish it, and we would not be worthy of those from whom we come if we had not the courage to deal with a problem of this kind. I admit there is a lot in what the member for Winnipeg and the member for Algoma have said, but we have been saying the same things year after year, and we can go on saying them for another thirty years, but the one outstanding thing is that with all our talk there has been very little action. Let the government proceed with this work. The only fault I have to find with them is that they have not acted when they said they would. The men from the west have not said much to-night in favour of the scheme. Well, they have been fooled a great deal in connection with it, they have been promised this railway under three governments. I do not blame those governments so much because the war intervened, but now the opportunity is here to complete the road and make it a success. We have talked enough for and against this undertaking; for God's sake let us go on and make the experiment.

Mr. CANTLEY: Mr. Chairman, I think it is abundantly evident to anybody who has [Mr. W. F. Maclean.]

listened to the discussion to-night that the subject matter is one on which there is a considerable division of opinion. I congratulate the minister on the very temperate manner in which he introduced the question, and the caution with which he brought forward and dealt with most of the factors in the case. He made some reference to the cost of equipping the port. I am not quite sure as to what he included in that cost. A large amount of equipment was sent up to that country in 1913 and perhaps also in 1914. I do not know how much of it remains available for future work. That equipment included steam shovels, cranes, dredges and scows. In the estimate of the equipment required to carry on that work has he included the necessary dredges and other necessary construction equipment?

Mr. DUNNING: My hon. friend wants to know about our general plant up there at the present time?

Mr. CANTLEY: Yes.

Mr. DUNNING: We have two steam shovels, four keystone drills, concrete mixers, one five-ton single track locomotive crane, one fifteen-ton double track locomotive crane—I could give the whole list.

Mr. CANTLEY: Pardon me, I do not want the whole list. Is the minister convinced he has sufficient plant there to complete the work he has in mind?

Mr. DUNNING: The work connected with the vote before the House, or the work to be done in future on the harbour?

Mr. CANTLEY: Including work to be done in future on the harbour to make it available for the berthing of the ten steamers he mentioned.

Mr. DUNNING: I am not prepared to say that we have sufficient equipment up there at the present time and of the right type in all respects to take care of the dredging work, but in the estimate I gave this afternoon, prepared by the engineer, the cost of needed extra equipment was taken into account.

Mr. CANTLEY: I have no desire to put the minister in any false position, I am simply and solely asking for information so that I may make up my mind as to whether the amount proposed is likely to complete the equipment of the port to take care of tonnage such as he suggests. We had some six steamers up there in 1913. One third of them never came out. The first boat reached there in August; she was expected to be there in