

And if that were not sufficient to insure the support of the people of the west, no less a person than the right hon. the Prime Minister was called upon to say something about the Hudson Bay railway. He was speaking to the people who reside on the banks of the Niagara river and the Welland canal; people who have no interest in the Hudson Bay railway because it would take traffic away from the St. Lawrence route. But, he also desired to reach the ears of the people in the Northwest over the wires and through the newspapers. And the right hon. gentleman, after telling the people of Wellington, that the Hudson Bay railway was not much use to them as it was an alternative route, he urged them to be broad minded and he told them that whatever is good for any part of the Dominion is good for the whole Dominion, and he says:

We have undertaken the construction on another railway—the Hudson Bay railway. The Hudson Bay railway I am sure does not appeal very much to the people of Welland county. It concerns more the people of the west. But I say to you, gentlemen of Ontario, and you will agree with me, that what concerns one portion of the community concerns every part of the community. Now, we have come to the conclusion that this railway is a necessity owing to the condition in which our fellow citizens in the west are placed. This railway will give an alternative or optional route. At the present time all the wheat as soon as it is tracked is sent out to Lake Superior. We want to provide another railway by Hudson bay. There will then be the present route and the Hudson bay route and the man who raises wheat and cattle will have two outlets for his production. We have been asked: 'Are you not going to hurt the trade of the St. Lawrence if you do that?' Oh ye of little faith! the trade of Canada is too great even for these two outlets. What we see coming will be more than sufficient for both of St. Lawrence and the Hudson bay routes. We have come to the conclusion that the time to build this railway is now; not to-morrow, but now; and we have surveyors in the field.

Of course, at the time the statement was made by the Prime Minister there was a red hot election pending in the west. The 'Manitoba Free Press'—you have no doubt heard of that paper; it has an annex to its building in the shape of a splendid post office—the 'Manitoba Free Press' a journal which expresses the sentiments of the Liberals of the west and is supposed to be the personal organ of the ex-Minister of the Interior, commenting on this statement of the Prime Minister, said:

This is one of the most important announcements to the west that has ever been made by the Canadian government and it will be received with acclamation by the people of the prairie provinces.

But, even the declaration of the Minister of Railways and of the Prime Minister was not considered sufficient and so the ex-Min-

ister of the Interior in accepting the nomination of the convention at Brandon which was then the centre of an exciting electoral contest, declared that the Hudson Bay railway was a paramount issue in that election and he closed his speech with these words:

The Prime Minister proposes to build for these provinces the Hudson Bay railway. It is a fitting culmination to the policy of progress and development which the government has followed during these years. That pronouncement was a very material factor in inducing me to become a candidate for this constituency in this election, because I felt and feel now that the time has come when we men from the west have succeeded in proving that the Hudson Bay railway is no chimerica, no foolish project, but one which the people of the west are bound to see carried into effect, and the time to do it is now. So, therefore, if the people of the Northwest give Sir Wilfrid Laurier their endorsement at this election, then in three or four years we may expect to see trains running to Hudson bay.

Mr. SPROULE. What was the date of that?

Mr. ALEX. HAGGART. That was delivered on the 22nd day of September, over a month prior to the election on the 26th of October. We did not expect that the government would last session be able to fulfil all the promises and make good all the assurances they had given to us in the last election; but we expected that we would be given a little more this session than the expression of the hope that in a short time we would get the report of the exploratory survey.

That leads me by an easy stage to the consideration of another question which is very closely associated with that of the Hudson Bay railway. That railway will we hope, sometime run through a territory which is appurtenant to the province of Manitoba, and which we have long hoped would become a part of that province. For the benefit of the new members who are not conversant with the history of Manitoba, let me say that that province was created in the year 1870. It was a very small province, extending for about a hundred miles from north to south and about as many miles from east to west, with Winnipeg in the centre with about 17,000 people. We had a constitution which was sufficient for the government of almost half a continent. We had a Lieutenant-Governor, a senate and a legislature. We got rid of the senate, and I will state, for the benefit of the hon. member for Lincoln and Niagara (Mr. Lancaster) how we did so, with promptness, neatness and despatch. The senate consisted of seven members, four constituting a majority. Jobs were created for those four at salaries a little better than the indemnity of a senator, and those four, very much to the disgust of the minority, voted the sen-