

had not been he would never have had a seat in this House—so many of the people had got it into their heads that by electing Mr. Sutherland they would hasten the completion of that road that, when the ballots came to be counted, Mr. Scarth had a majority of but 12, and on a recount that majority was reduced to 8. During the time which elapsed between that and the next election the Conservative party in Winnipeg was split in twain, owing to differences of opinion in regard to the course of the Dominion Government in disallowing certain local railway charters. In February last the Dominion Government dissolved the House and appealed to the country. At that time I was chosen as the standard-bearer of the Conservative party in Winnipeg. The Reformers put in the field against me a personal friend of my own, Mr. Isaac Campbell, a very strong man, a man who is known and respected from one end of Winnipeg to the other, a man of the highest character and of the strictest integrity, a man whose popularity was so well known that he was styled, not in sarcasm by his foes but by his friends, "The people's Isaac." Notwithstanding that he was the strongest candidate the Reformers could have put in the field, with the possible exception of Colonel McMillan, the Provincial Treasurer, it was found, when the ballots were counted, that he was defeated, not by a majority of 12 or of 8, but by a majority of 509. Now, Sir, no one who knows the constituency will say for one moment that, at the time of the last election, I was a stronger candidate than was my predecessor, Mr. Scarth, four years ago. I am perfectly aware that the unpopularity of the platform of the hon. gentlemen opposite, unrestricted reciprocity or commercial union, call it which you will, was quite sufficient to account for the defeat of my friend, Mr. Campbell, popular as he was; still, if that had been the only thing he had to carry on his shoulders, the majority against him would have been comparatively small. But it so happened that a year or two ago, when he was a member of the Local Legislature, where he represented South Winnipeg, in the course of a speech which he delivered in the House he stated that he did not consider the Hudson Bay Railway a pressing necessity, or words to that effect. Well, when the election came on and he offered himself as a candidate for Winnipeg, he stated on the platform over and over again, that, if elected, he would use his utmost endeavours to secure the early construction of that road, and would support any resolution that was introduced into this House with that object in view. Sir, every one who heard him knew that he was a man of his word, but the very fact that there was a shadow of suspicion of lukewarmness on this point was enough to roll up this large majority against him. This feeling is not confined to Winnipeg. My hon. friend from Selkirk (Mr. Daly) also gained a considerable portion of his majority on account of the feeling that Mr. Martin was not as energetic in support of the Hudson Bay Railway scheme as he might have been, that feeling arising, I believe, not from any hostility on his part to the scheme in question, but from the personal feeling which he had against Mr. Sutherland, the president of the road. In fact, Sir, there is not a constituency in Manitoba or the North-West Territories in which an opponent of the great Hudson Bay Railway scheme,

no matter how popular he might be, no matter how strong a candidate he might be in other respects, could hope to be returned if it was supposed for one moment that he would not back up this scheme to the best of his ability. I know that one of the causes of the return of my hon. friend for Marquette (Mr. Watson) was that he was known as a strong supporter of this road. Now, Sir, I will call your attention, and the attention of the House, to this universal feeling in favour of the road, which pervades Manitoba and the whole North-West Territories, and I must say that I think hon. gentlemen who are opposed to this scheme ought to consider very carefully the reasons on which they base their opposition, before they thus oppose the unanimous wish of a whole people. I have been very sorry to hear from the other side objections raised to this scheme from a provincial point of view. The hon. member for East Simcoe (Mr. Spohn) appeared to think that Ontario was the only province in Canada, and that the Trent Valley Canal was the only enterprise deserving of any kind of support. That, of course, is a proposition that I know the majority of the members of this House will not endorse. I do not wish to say anything disparaging of the great Province of Ontario. I am proud to say that I am an Ontario man myself. I was born and brought up in that province, and no one admires the energy of the people of Ontario any more than I do; but I do not think that members representing that populous province ought to try to take advantage of the comparative weakness in this House of Manitoba and the North-West, both in population and in representation, to refuse them the privileges which they would press if they were the parties making the request. I do not think it is necessary, at this stage of the proceedings, to enter into any defence of the Hudson Bay Railway scheme as a whole. It has been discussed from various points of view to-night, and I may say that were the Hudson Bay Railway as a whole under discussion I think I could adduce arguments which would at least moderate the views of my hon. friend from North Wellington (Mr. McMullen). But as that scheme is not now before the House, and I am sorry to say that it is not, I will not occupy the time of the House by urging arguments in favour of the construction of this road from Winnipeg to Hudson Bay. What we are now considering is a resolution moved by the Minister of the Interior to grant aid to that portion of the road from Winnipeg to the North Saskatchewan, which the Government intend to treat as a colonization road, and which they are perfectly justified in so treating. I may say that I should have been much more pleased, and I know the other members from Manitoba and the North-West would have been much pleased, and their constituents would have been much pleased, had the Government seen fit to extend aid to the whole road. That, however, they have not done, and I think half a loaf is better than no bread, and consequently I intend to support the resolution which is now before the House. But, Sir, I think that if hon. members who oppose it would pay a visit to the North-West, or, more correctly speaking, to the Province of Manitoba, and view the country which will be opened up by the proposed road, they would come to the same conclusion that I have arrived at, namely, that this is a public work which well deserves the sup-