

mitted themselves to rest under the libel that they are anything but friends of the North-west. Whatever may be the shortcomings of the Government party, they at least profess an interest in the Territories, which the Opposition does not even profess. Under the circumstances, the people of the Territories can hardly be expected to enthuse much over a prospective change of government, or to give a majority in favour of it.

So there are others who change their views pretty frequently besides the members of the Government. But there was one remark made by the hon. gentleman in which I heartily concur, namely, that there are other more important matters than even the tariff—the question of freight rates, a subject on which the Government may not have much influence, but it was one of the questions which the Liberals declared they would take up for the purpose of relieving the burdens pressing on the people of the North-west. I hold that freight rates can never be satisfactorily settled in that country until there is secured that nearer outlet for the products of the North-west to markets of the world via Hudson Bay. That country will never prosper to the extent nature intended it to, until we have a road to that Bay. The hon. gentleman said the late Government had no policy. The late Government of Sir Charles Tupper had an intelligent policy towards that country, and if ultimately it had been carried into effect it would have been productive of undoubted benefit, and if the present Government adopts that portion of the late Government's policy as well, and build a road to the Hudson Bay they will secure the everlasting gratitude of the people of the North-west. But I fear the expedition to be sent to test the navigation in Hudson Bay is not sent there to promote but rather to condemn the enterprise. Why should the Government have declined the offer of a vessel of 2,000 horse-power, fitted for ice navigation, and proposed to send there a whaling vessel with 70 horse-power that is not adapted for ice navigation; and considering that leading Liberals have cast doubts on the enterprise, and that the Minister of Marine and Fisheries, who is superintending the sending of this expedition entertains doubts as to the route, I think the present expedition is not intended so much to test the navigability of the straits as to condemn the enterprise for all time to come. Of course, I may be mistaken in this view, but if so, present appearances are deceptive.

Mr. CASEY moved the adjournment of the debate.

Mr. WILSON. I should like to make a few remarks.

Mr. SPEAKER. I suppose that strictly the hon. gentleman is in order.

Mr. WILSON. I will not detain the House very long.

Mr. ROCHE.

Mr. SPEAKER. The hon. gentleman (Mr. Wilson) is, in strictness, in order, but when an hon. gentleman moves the adjournment of the debate so as to get a pre-audience on a future occasion, it is an exceedingly unusual thing for another hon. gentleman to intervene.

Mr. CASEY. I will withdraw the motion, Mr. Speaker.

Mr. SPEAKER. The motion has not been put, so that no consent is necessary to withdraw it. Will the hon. gentleman (Mr. Casey) give way?

Mr. CASEY. Certainly.

Mr. WILSON. Mr. Speaker, I am not in the habit of speaking very often in the House, and as a matter of course I will not take up a very great deal of time. I wish to say a few words with reference to this new tariff that has been introduced by this new Government, and if there is 90 per cent of the old Conservative tariff left in it, I must say that the tariff is not as bad as we might have anticipated from this Liberal Government. However, before I enter into a discussion of the tariff I wish to say a few words about the history of this matter. Those of us who had the honour of a seat in the old Parliament, will remember then the unusual course pursued by the Liberal party at the last session. We know, how in every possible way, they obstructed the passing of the estimates, and that some of those hon. gentlemen spoke for five and six hours in order to obstruct. We know that the Finance Minister of that day made a proposition, that the Opposition should allow the estimates for two or three months to be passed, so that it would not necessitate the calling of the House immediately after the elections, but the hon. member for South Oxford (Sir Richard Cartwright) then protested, that he would not allow a single cent to pass the House. I have no doubt that at that time, the leader of the Opposition and his followers had very little idea that they would succeed in the then coming elections. They expected that the Conservative Government would be returned to power, and the Conservative Government also expected the same thing, and so the Liberal opposition intended to embarrass the Government in every way. It was found after the general elections, that Mr. Laurier had a majority of members in the new House, and would be called upon to form a Government, and he found himself in a very awkward position. He had begun a new fiscal year without any estimates, and about the 8th of July he was called upon to form a Government, he knew that he could not possibly get his Ministers elected and meet the House on the 16th of July, when it was called for the despatch of business, and so he decided on two things. In the first place he further prorogued Parliament till the 19th of August, and then he caused Gov-