

if the House will allow me. No, I do not think I can take up any other subject, but I want to have one word with the right hon- the Prime Minister on the way in which he tried to do two things. The spirit of mischief was in him when he tried to raise objections on this side of the House in reference to the subject of naval service—the spirit of arch-mischief which befitted the politician rather than the statesman. There was also present another spirit, which would have done credit to Saul of Tarsus when he became Paul the Apostle and which animated him when he made his argument to the men on his own side to stand by his policy.

At six o'clock, House took recess.

### After Recess.

House resumed at eight o'clock.

Mr. ALEXANDER HAGGART (Winnipeg). Mr. Speaker, I have not in the past trespassed very much on the time and patience of the House nor shall I to-night. Members from a small and distant province, are no doubt inclined to be influenced by their environment and are likely to become provincial or perhaps parochial, and when such an important document as His Excellency's speech is presented to them it may be that they read it for something which more particularly affects the part of the country whence they come. In the speech of His Excellency I find one short paragraph which refers to the Northwest country and to the province of Manitoba, and in that paragraph the Hudson Bay railway is spoken of as follows:

The exploratory surveys for a railway from the western wheat fields to Hudson bay were pushed energetically during the whole of last summer. It is hoped that a report of the operations will be placed before you at an early date.

Here we are apprised that an exploratory survey, whatever that may mean, is in preparation and there is an expression of hope that we may see the report before long. To the older members of this House the name 'Hudson Bay Railway' is no doubt a chestnut, because it bobs up regularly from time to time and in the west it enters into our municipal and political life. Many years ago when the Conservatives were in power a railway to the Hudson bay was projected by two or three different companies, and at one time it got so far that forty miles of rails were laid in a northwesterly direction towards Lake Manitoba, but eventually these rails became streaks of rust. The Liberals of that day, perhaps very properly so, poked fun at the Conservatives and they said: Give us a chance; we will not simply talk about the Hudson Bay railway we will build it. The year 1896 came and with it the Liberal government. At the first by-election in Winnipeg after the Lib-

Mr. FOSTER.

erals came to power the late Mr. Jameson was a candidate in 1897. The slogan at that election was: Vote for Jameson, for progress, for the Laurier government and the Hudson Bay railway. After the death of the late Mr. Jameson the late Mr. McCrea-ry was a candidate and the cry was the same. The people accepted his assurance and they elected him, but no Hudson Bay railway came. Then we had Mr. Puttee. True he was a labour candidate but he had the united support of the Liberals of Winnipeg and whether or not he had authority he also promised the Hudson Bay railway. Then, Mr. Bole, the member for Winnipeg in the late parliament made the Hudson Bay Railway a plank in his platform and when he was elected we thought that perhaps the whole project would die a natural death and that we would never hear of it again. From 1896 until the last election we have had a succession of Liberal candidates in Winnipeg and with them the Hudson Bay railway was a name to conjure with. It was determined apparently that the Hudson Bay railway should be one of the planks in the platform of the Liberal government at the late election. Let us see what the man who builds the railways, the Minister of Railways, says about it. Of course, when he spoke the dissolution of parliament was pending, and for the announcement of his policy he chose a public meeting in the town of Galt, Ontario. There the people could have very little interest in the project because it was calculated to take the traffic away from Ontario around by the northern seas. Although the Minister of Railways spoke in Ontario he was in reality speaking to the people of Manitoba and the Northwest over the wires and through the press. He said:

It is going to be built and built right away.

That is very positive language. Last year I heard the hon. gentleman deliver an address on another great public undertaking, the Newmarket canal, and as I had the opportunity of seeing him and listening to his voice I was not able to come to the conclusion to whether he was serious or joking. Not having the good fortune to hear him at Galt I cannot say whether he really meant what he said when he told the people that the Hudson Bay railway would be built and built right away. But that assurance to the people of the Northwest was not sufficient, and so another little blast came to us from away in the further west. The Minister of the Interior (Mr. Oliver) was in Alberta or Saskatchewan doing service for his party and addressing a meeting he said:

I call attention to the robustness of the statement:

If you want the Hudson Bay railway you must support the Liberals. If you don't want it the Conservatives are good enough for you.