

Hudson's Bay Expedition. Mr. Norquay on his return from Ottawa in March 18th, 1884, moved in the Legislature:—

"That a select committee be appointed to procure and if deemed advisable to publish evidence on the practicability of the establishment of a system of communication with the Province *via* Hudson's Bay." The committee after taking evidence reported as follows:—

"Your committee has, therefore, no reason to doubt that a railway from thence to Hudson's Bay will prove a successful and remunerative undertaking, and are satisfied that such an outlet will do more to stimulate production in this province than any other enterprise." (Page 56, Report of Select Committee, presented by Hon. C. P. Brown, 1884.

Mr. Greenway who always claimed to take such an interest in the question was on this committee and only attended one sitting out of eleven. Though doubtless he did not mention this on the public platform. On the strength of this report the Norquay Government passed in 1885 a bill, giving aid to the amount of one million. This being found insufficient they passed a bill in 1886 granting aid by guaranteeing interest on \$4,500,000 and in 1887 they revised this act, while in 1886 they gave aid to the extent of \$6,400 per mile on the 40 miles built in that year. Mr. Greenway when attacking Mr. Norquay on March 24th, 1886, was delighted to say:—

"That whereas, the Hon. John Norquay, Premier of Manitoba stated at Emerson, that the time had not yet arrived when the construction of a railway to the Hudson's Bay is a necessity.

"And whereas such a statement from a gentleman occupying the prominent and authoritative position of Premier of this Province, if allowed to pass unchallenged would have a tendency to jeopardize the scheme now in a fair way to succeed."

"Be it resolved, that in the opinion of this house the very first opportunity should be taken to repudiate such an assertion, and to declare that the construction of said railway at the very earliest date, is a matter of the most vital importance to the people of Manitoba and the North-West." (Page 55, Journals of Manitoba Legislature, 1886.)

He has now with his vacillating hypocrisy destroyed by his refusal of Messrs. Ross and Onderdonk's offer the certainty of the road being actually completed in March, 1891. (See Ross and Onderdonk's offer) Mr. Norquay never said more than what he believed and which he adhered to; he never was so positive as Mr. Greenway, he did not shout, but he never had