

Grit government they must be wrong. If that be the case, I hope that his experience in mixing with members, not only on his own side, but with gentlemen on this side of the House, may convince him that there may be some little good even in a Grit government.

Now, Sir, we in the west feel very strongly and very keenly over the question of the early construction of the Hudson Bay railway. And some of us have a little fear as to what this new move actually means. I hope our fears are unfounded. I see the statement made in the public press within the last few weeks that the government of the province of Manitoba propose to build a railway to Hudson bay. If they do it, and do it honestly and expeditiously, I think the people of Manitoba will give them a great deal of credit. But that is no reason why the people in the provinces further west should not see the completion of the work which will connect them more directly with the ports on Hudson bay than any road that can be built through the province of Manitoba. I see my hon. friend from Prince Albert (Mr. McKay), in his place. I am sure that he can add his testimony to mine when I say that any movement that might be commenced in the province of Manitoba or elsewhere to change the starting point adopted by the late government for the building of this line to Hudson bay would certainly not be a welcome movement to the people of Saskatchewan or the people of Alberta.

In presenting this motion to-day, I am not so strongly condemnatory of the action of my hon. friend the Minister of Railways, I am only seeking to impress upon his mind, if I can, the paramount importance of this work in the minds of the people west of the Great Lakes. If I have any fault to find with him it is this: I assume that the proper course, in case he had suspected there was anything wrong with the route of this railway, or that there was anything wrong in letting the contract, would have been to investigate and to act afterwards. But evidently he has followed that rule the other way, he has acted first and is investigating now. Well, we ought very shortly to have the result of these investigations. I say that the people of the west, the people whom I represent in this House, are very anxiously waiting the result of my hon. friend's cogitations. Therefore, I trust that the country, and especially the people of my own part of the country will very shortly be in possession of the information, not only that which is called for by the motion I am presenting, but all other information that is pertinent to the question, and which will show why my hon. friend has undertaken, on his responsibility as Minister of Railways, to

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hold up for practically a period of a year, work on this great national outlet from western Canada to the markets of the world.

Mr. JAMES MCKAY (Prince Albert). As the hon. member (Mr. Neely), who has just taken his seat, referred to the member for Prince Albert, I feel it my duty to make a few remarks on this question. I am prepared to endorse some of the remarks the hon. gentleman has made as to the importance the people of the west attach to the immediate construction of this road; but I am not prepared to agree with him in his criticism of the present administration with regard to their position towards the construction of the road. I submit that if the hon. gentleman had been as zealous in protecting the interests of his constituents during the last few years as he appears to be now, the construction of this road would already be considerably advanced. It is not my intention to go fully into this question. Hon. gentlemen will no doubt remember the language of the right hon. the leader of the opposition used when he was introducing the Bills for the construction of the Transcontinental railway, when he declared that there 'was no time to waste,' 'it was necessary that this road should be constructed now.' This Hudson Bay railway has been in Dominion politics a great deal longer time than the Transcontinental railway. As early as 1897 it was a principal plank in the platform of the Liberal candidate in the city of Winnipeg, and during the subsequent elections it was a very important plank in the platforms of Liberal candidates. Then we find that in 1908 the right hon. leader of the opposition, then Prime Minister, announced at Niagara, just on the eve of the election, that the time to build the Hudson Bay railway 'was now,' language very similar to that used by him when introducing his Bills for the construction of the National Transcontinental railway. Now, Sir, what was the action of the late administration with regard to those two roads? We find that construction was started almost immediately on the National Transcontinental, but we had to wait year after year while this road was being built, for anything to be done on the Hudson Bay railway. Yet the government knew as much about the country through which the Hudson Bay railway was to run as they did about the country through which the National Transcontinental was to be constructed. Then we find that the language used by the right hon. gentleman in 1908 was echoed by the Liberal leaders during the general election of that year: they all took the key-note of their speeches from the language used by the right hon. gentleman at Niagara, that the