

One would think that these expressions of opinion as to the need of another railway would be taken by most people to be amply sufficient, and justifying the introduction of such a policy. Sturdy Conservatives in Halifax, St. John, Quebec, Montreal, Toronto, Winnipeg, and scores of other points throughout the Dominion, joined in this demand for greater railway facilities, and in their request to the Government to take some step to furnish them.

GRAIN GROWERS.

The Grain Growers' Association of the Northwest Territories, greatly interested in the transportation problem, passed a strong resolution, in which they said that the country was not only being retarded, but that the residents were suffering much deprivation on account of the inability of the existing railway lines to furnish fuel and building material. Merchants complained that they could not get their stocks brought in, and many suffered financial loss on this account.

But there are other evidences, and so as to leave no vestige of doubt of any kind that the demand from the various parts of the country came from Conservatives as well as Liberals, some extracts are here given, from very well-known representative Conservatives, endorsing the policy of the Government on this question.

WELL KNOWN CONSERVATIVES.

Mr. J. H. Haslam was the Conservative candidate in Selkirk at the last general election, and this is what he says:

In looking at the map of Canada one cannot help but be impressed with the very small part of it which has been developed. The railway system of Canada at the present time simply touches the fringe of the territory, and it seems to me that those people are very short-sighted who decry the expediency of attempting anything in the way of railway building through any districts except those which are known at the present time to have either agricultural or mineral wealth. I do not believe that there is any part of the world's surface where climatic conditions are such where civilized man can live that is not adapted to some economic purpose or other. For this reason I believe that the building of the Grand Trunk Railway from Quebec to the Pacific Ocean is a work as far reaching in importance to Canada, and one that will be fraught with quite as good results, as the building of the Canadian Pacific Railway, which was at the time so much criticised. In all the lines which I think essential to permanent progress, we are moving rapidly and, I think, securely, under present conditions. To make a change and place ourselves under the weaker leadership and reactionary policy which seems, unfortunately, to be characteristic of the Conservative party at the present time, would, it seems to me, to be most unwise and imprudent.

The above words were written by a man who was a regular Conservative candidate at the last election.

Mr. H. A. Mullen was the Conservative member for Russell, in the Manitoba Assembly, a few years ago. He is one of the extensive dealers in cattle, and is deeply interested in the development of transportation facilities. Mr. Mullen wrote a letter, which was published, in which he gave his reasons for supporting the Government's railway policy, as follows:

I consider it to be entirely consistent with sound and progressive conservative principles to approve of and strongly endorse the policy of legislation of the Laurier Government, on the Grand Trunk Pacific question, as being wise and far-sighted, and in the best interests of the entire Northwest, and calculated to result in the opening and building up of a vast extent of country, and in bringing about a full realization of its magnificent possibilities.