

the near future. However, I do not propose to take up the time of the House with reference to that question, but wish to call its attention to the fact that this is a colonization road for which the Government is asking assistance. In answer to the hon. member for Bothwell (Mr. Mills), I may say that on the 16th May, 1890, the Bill was passed respecting the Winnipeg and Hudson Bay Railway, which compels the completion of this piece of line to the Saskatchewan River within four years from the 21st of June, 1890, and that is the time to which the present company will be limited for the completion of the first 300 miles from Winnipeg to the Saskatchewan; and nothing is to be paid of the subsidy until the road is completed. Of course, the hon. member for Bothwell understands that this is exactly on the same principle as the assistance given the other two roads, one of which is completed and the other under construction.

Mr. MILLS (Bothwell). This road is tied to no particular location.

Mr. DEWDNEY. No. While I mention that, I may say that the old location of the road, which is filed in the railway office as being a part of the Hudson Bay road proper, was the piece which runs between the two lakes, Manitoba and Winnipeg. It is proposed by the promoters, with the consent of the Government, to vary that, and to cross at the rapids of the old crossing of the MacKenzie line, in order to accommodate settlement, which is very much greater to the west of Lake Manitoba than the settlement between the two lakes. A question was raised by the hon. member for Middlesex (Mr. Armstrong), in reference to that, and he appeared to think that the deviation, the crossing at the Narrows, and the adoption of the route by Lake Winnipegosis, would make the line to Hudson Bay very long. I have nothing to do with that to-day. I think a few miles extra in length will be of advantage, because the line will traverse a much better section of country than it would between the two lakes. He also spoke very feelingly as to placing any scheme on the market which he thought would be unprofitable and likely to result unfavourably to the investors. I should be sorry to advocate any scheme for the English market which I thought was not a legitimate scheme and one for fair speculation. We know that the syndicate which took up the bonds of the Regina and Prince Albert road, built that road in the time they proposed to build it. The same syndicate took up the Calgary and Edmonton road, and I have no doubt they would be glad to take up this scheme if they had the opportunity. So I have no doubt that, if we can be guided by the results in the case of the other two roads, this will not be a speculation which will be disappointing to the investors. The hon. member for Bothwell (Mr. Mills) spoke of the opposition which was given to a line promoted by the hon. member for Marquette (Mr. Watson) last year. If I recollect aright, there was more than one charter before the Government at that time. I think there were two, if not three. One of them was passed, and a land grant was given, and I have no doubt that in the near future that road from Portage la Prairie to the northern end of the Dauphin Lake will be constructed. There was a conflict, I know, between the two charters at that time, but there was no political significance in it, as far as I am aware, because the

Mr. DEWDNEY.

gentlemen who were concerned belonged to both sides of politics, and therefore the insinuation, if I may call it so, of the hon. member for Bothwell, has no ground. All the people of that section wanted was a charter covering that piece of country, and it was granted. I should also like to impress upon the Committee that this \$80,000 a year is only an advance to the company. An agreement will be made similar to those which were made with the two other lines of railway which have been constructed on the same basis as this. It is a loan, and is expected to be paid back at any rate within the twenty years. I have here a copy of the agreement which was made with the Calgary and Edmonton road, which states very clearly what the conditions are, and the conditions will be similar in this case. They are very explicit. The money advanced has to be paid back, and the Government retain one-third of the land grant to secure them against loss, and, of course, the land is increasing in value from year to year. Therefore, the Government risk nothing in the assistance we propose to give in this Bill.

Mr. MACDONALD (Winnipeg). I have always been of opinion, and I still am, that the proper course for a young member in his first session is to be a listener and not a speaker, and I have tried to act on this principle, but I do not think I would be justified in casting a merely silent vote on a question in which my constituents are as deeply interested as they are in this question, and in saying this I am stating the case very mildly, for every one who has lived in Manitoba or the North-West Territories for any time, or has even paid a visit of any length to those portions of the Dominion, must be aware that the people there are a unit in favour of the construction of the Hudson Bay Railway. There is no difference of opinion in regard to it amongst people of different races or parties, and whether they come from Canada, England, France or Germany, all are in favour of it, and you will find the strongest Reformer and the most ardent Conservative working together to secure the construction of the Hudson Bay Railway. Nothing can more clearly show this than the large majority by which I had the honour of being returned at the last general election, and, if the House will bear with me, I will exemplify my meaning by drawing a comparison between the two elections which took place in Winnipeg in 1887 and 1891. In 1887 the Conservative party chose Mr. W. B. Scarth, my predecessor in this House, as their standard-bearer. He was regarded as being our strongest man. The Reform party put forward no candidate, but Mr. Hugh Sutherland, who was then, as he is now, the president of the Hudson Bay Railway Company, ran as an independent candidate. He refused to pledge himself to support either party, but simply stood on the ground of the construction of the Hudson Bay road. As Mr. Scarth was the Conservative candidate, and Mr. Sutherland had formerly been connected with the Reform party, the latter got the great majority of Reform votes, but as he was an independent candidate, the crack of the party whip was not heard and there were many defections from the Reform party on that occasion. As I have said, Mr. Scarth had the unanimous support of the Conservative party, and although he was known to be a supporter of the Hudson Bay Railway—and if he