

be very easily constructed, and that it will cost, including bridges, \$15,000 per mile, which, hon. gentlemen will admit, who have any knowledge of building of lines of railway in the prairie country, is a very moderate sum, considering that quite an expensive bridge will have to be built at the Narrows of Lake Manitoba. Sir, I have dealt as concisely and as succinctly as possible with the remarks of the hon. gentleman opposite. Let me say that this Hudson Bay scheme is one in which every portion of the country is deeply interested, and every person in the great Province of Manitoba and in the North-West Territories have a personal interest in it; indeed, their interests are bound up with it. I may say that so strongly do our people feel upon this matter that when the Greenway Government came into power they saw fit to repeal an Act that had been upon the Statute-book granting aid to the Hudson Bay Railway by guaranteeing bonds to the extent of four and a-half millions. That raised such a discussion throughout the length and breadth of the country, that it was made a plank in the platform during the late elections, particularly in my election and in the election of the hon. member for Winnipeg (Mr. Macdonald). My opponent, Mr. Martin, and Mr. Campbell, the opponent of the hon. member for Winnipeg, had taken a certain stand in connection with the Hudson Bay Railway, and I have no doubt that the large majorities received by my hon. friend from Winnipeg and by myself can be attributed, in a large measure, to the position that the Greenway Government took upon this scheme. Immediately after the general election in March last the Manitoba Legislature met, and so strong had the feeling grown, and so strong were the supporters of the Government who had come from bye-elections and other elections, that they prevailed on the Government entering into an agreement, from which I will quote in a few moments, with the Hudson Bay Company. This agreement provides for a grant to the company of \$1,500,000 on the completion of the line; and it further provides that the railway to be completed by the company shall be an all-rail road from Winnipeg to some port on Hudson Bay, and the first 100 miles the company shall complete by 31st December, 1892, and the whole road should be completed and operated within five years from 1st May, 1891. The standard for the construction of the road is to be the same as fixed by the Parliament of Canada for the construction of the Canadian Pacific Railway.

Mr. DAVIES (P. E. I.) Is that the Manitoba Act ?

Mr. DALY. Yes. Hon. gentlemen will observe that this agreement is surrounded with safeguards; that so far as the Legislature of Manitoba is concerned, it commits itself to giving aid to the railway, but only on condition of its completion to Hudson Bay, and not until then will the amount of \$1,500,000 be paid over. Coming back to the question of the aid asked in the resolution, \$80,000 per annum, I do not know whether hon. gentlemen understand the question thoroughly or not, but in the agreement, which the Minister of the Interior read, it is provided that the company shall be paid \$80,000 per annum, and in consideration of this subsidy shall carry Government mails and freight, and so on, and if at the end of twenty years the company shall not have earned by the carriage of freight and mails that sum of \$80,000 per annum,

Mr. DALY.

the Government is to take one-third of the land grant in repayment of the deficiency, whatever it may be. So far as the speech of the hon. member for Simcoe (Mr. Spohn) is concerned, the hon. gentleman must remember that the House is committed to the Hudson Bay Railway as a through scheme, that the Parliament of Canada gave to the scheme a land grant of 6,400 acres per mile within the limits of Manitoba and 12,800 acres per mile outside, and so, no matter what arguments may be advanced, Parliament is committed to the whole scheme. All we ask is that, in that portion of Manitoba I have described aid shall be given in the same manner as it is granted to the Edmonton, Calgary and Prince Albert Railway, in order that the people living in the Dauphin district may have an outlet. If it should prove that the building of 300 miles of railway will enable them to carry out the scheme, so much the better for the people of Manitoba. I desire the Committee to understand that we do not approach this matter in Manitoba from a political standpoint; both parties have committed themselves to it by the legislation which was passed last year, and by the legislation passed when Mr. Norquay was in power, and that passed at the instance of Mr. Martin and Mr. Greenway, showing that the whole people, irrespective of politics, are bound up in the success of this scheme, and that the matter under discussion affects almost the entire portion of Manitoba.

Mr. ARMSTRONG. I am not in any way interested in the Trent Valley Canal, and I do not intend to let that great work influence the vote I shall give on this resolution, nor do I intend that any other public work shall interfere with the decision I have arrived at with regard to my duty towards this resolution. This matter must stand on its own merits and be decided on its own merits alone. I may say at the outset that I have always been very sorry in regard to giving my vote to commit the country to any of these desperate schemes. With me it has been a vital question whether the projects are likely to prove remunerative to those who put their money into them for the purpose of carrying them into execution. That is the first question, because in a great measure the credit of the country, and not only its credit, but its good name and also its honour is connected with the manner in which these enterprises are carried out and prove remunerative. I need not tell the Committee that this House has sometimes given its sanction to rather questionable schemes, to schemes that have brought moneyed men great loss and have also brought disrepute on our common country, and have prevented legitimate enterprises securing on the most favourable terms the money needed to carry them out. With respect to the Hudson Bay project, the hon. member for Selkirk (Mr. Daly) said that both Manitoba and the Dominion are committed to the scheme, that both of them have made grants. But, strange to say, the Manitoba Legislature, composed of gentlemen who ought to know every circumstance connected with the scheme, and who ought to know from the reports of the exploration of the country, the territory through which the line will pass, and also the prospect of the road ever becoming a paying one, did not put one single dollar into the enterprise. The hon. member for Selkirk (Mr. Daly) has told us that the Legislature