

shall not have the effect of reviving any statutes repealed by said chapter 40.

Thus showing that Mr. Martin's statement as shown in the above correspondence was false. However, forced by public opinion in 1890 they passed Chap. 41, Vict. 53, which is:

"The Lieutenant-Governor-in-Council may enter into an agreement with the Winnipeg & Hudson's Bay Railway Company to aid said company in a sum not to exceed \$3,000 per mile, as a cash bonus for that portion of the main line of said railway within the limits of the Province, not exceeding in all 250 miles. Such aid shall only be paid upon completion and operation of a railway from some point in the Province to Hudson's Bay.

And again in 1891 finding the mutterings of discontent at their attempt to destroy the Hudson Bay Railway they passed Chap. 22, Vict. 54, which provides:

"Whereas the Winnipeg & Hudson's Bay Railway Company is authorized to build a railway from the city of Winnipeg to Hudson's Bay, and has partially constructed 40 miles of the said railway.

"And whereas the Government of Manitoba have agreed to give the Winnipeg & Hudson's Bay Railway Company by and under the agreement in the Schedule to this act set forth and upon the conditions herein and in the said Schedule set forth, the sum of one million five hundred thousand dollars (\$1,500,000), and it is expedient to provide for carrying the said agreement into effect, etc.

The Government thinking that they had succeeded in side-tracking the scheme and at the same time in quieting public opinion have done nothing since for the road and after the election will repeal the act of 1891 as they did that of 1887 after they had carried the elections by making it a plank in their platform. Now let us see what the Norquay Government did for promoting the scheme. On January 29th, 1884, the late Mr. Norquay wrote to the Secy. of State for Canada as follows:

The opinion is fast gaining ground that the Hudson's Bay and Straits are navigable all the year round, that, in fact, the most difficult season to navigate these waters is that of the months of July and August, the interval in which the Hudson's Bay Company's wooden sailing vessels have been accustomed to successfully import the goods and export the furs of the said Company for two hundred years, with a smaller rate of casualties than that attendant upon any other line. The material results that would follow an authoritative solution of the question of the navigation of these waters, as well as the