

nected with my county were on the verge of being sacrificed, or I thought they were on the verge of being sacrificed to political gamblers, to parasites, to leeches, such as the editors of *Le Monde*, who take the best blood of the Conservative party for their own benefit; and, Mr. Speaker, I will not suffer an injustice to be done to those who have entrusted to me the duty of representing them in this House, I will not sacrifice their interests in order to please individuals of the stripe of the gentlemen of *Le Monde*. Now, *Le Monde* says that I am of Liberal origin, and that I have changed my flag. Mr. Speaker, for twenty years of my life I have actively and honourably fought the battles of the Conservative party, I have fought them at my own cost and expense; no one has ever had to pay me \$80,000 in order to have me remain true to my party; and I will continue to remain a Conservative and true to my party as long as the policy of my party will be acceptable to me, and as long as the interests of my constituents will be safe, as long as justice will be done to us. Mr. Speaker, I wish to improve this occasion to give a formal denial to an assertion which was made by the Liberal press after the last general election. It was asserted that I had pledged myself solemnly, and by writing, to support my hon. friend the leader of the Opposition. My hon. friend, the leader of the Opposition, knows as well as I do that there is no one in his party who can say that such a pledge is in existence; that such a pledge ever existed; that there was ever any question of such a pledge. Now, Mr. Speaker, *Le Monde* may continue to insult me in its columns, but I am thoroughly determined upon one thing. I ran as an independent Conservative at the last election in the County of Gaspé, and I mean to remain an independent Conservative. I mean to vote for my party, as I said before, as long as justice will be done to the interests that I represent; but if the interests which I represent ever seem to me in danger I will in no wise scruple to vote against the party now in power, and if ever I come to leave the ranks of the Conservative party it will be because I refused to remain in the company of people whom I thoroughly despise, and who seem to be paid to insult the friends of the Conservative party.

#### WINNIPEG AND HUDSON'S BAY RAILWAY COMPANY.

House resolved itself into Committee on the following resolution:—

That it is expedient, in order to enable the Winnipeg and Hudson Bay Railway Company to construct a railway from the city of Winnipeg to some point on the Saskatchewan River, to enter into a contract with such company for the transport of men, supplies, materials and mails for twenty years, and to pay for such services during the said term eighty thousand dollars per annum, such payment to be computed from the date of the completion of the said railway.

(In the Committee.)

Mr. DEWDNEY. The House will recollect that for the last two or three years the policy of the Government has been to connect the two extensive commercial arteries, the Canadian Pacific Railway and the Saskatchewan district, by joining the Canadian Pacific Railway with the Saskatchewan River at different points in the Territories and Manitoba by branch lines of railways. Some two years ago, a resolution of an almost similar character to the one now before the House

Mr. JONCAS.

was presented. That was to grant a financial subsidy to a railway starting from Regina and running to Prince Albert, on same terms as those now presented to the House. Last year hon. gentlemen will recollect that an arrangement was also made by which we assured the construction of the road from Calgary to Edmonton. With regard to the construction of those two roads, I am glad to be able to state that they are commencing to realize what we expected of them, and a large settlement has been going in to both the districts served by these two roads, and especially on the western route. We have had deputations from some of the Southern states this year inspecting the lands of both these roads, and the reports from these delegates are of the most satisfactory character. With regard to the question of policy, I am quite sure the House will agree with me as it did agree with the Government in previous years, that it is one which cannot but be beneficial to the North-West Territories and Manitoba. A few days ago, I find that a gentleman, who has had an opportunity to study the country, and is well known to hon. members of this House, the Hon. Edward Blake, has stated, with regard to the Western road from Calgary to Edmonton:

"Certainly the development of the country must be greatly assisted by the branch lines to the fertile districts, both north and south, of the main line of the Canadian Pacific Railway. It was essential that care should be taken that no consideration should enter into their location other than with the view of tapping the very best portions of the country."

Well, that is what the Government have done with regard to the line which is now under consideration, and which I may say, passes, almost from its starting point to the Saskatchewan, through as fine a section of the country as we hold in the North-West or Manitoba. The conditions upon which we ask the assistance of this House and the terms upon which we propose to give assistance to the company who propose carrying out the work are precisely the same as those given to previous companies. We propose that the company shall contract for the transport of men, materials, supplies and mails for twenty years from Winnipeg to a point on the Saskatchewan, at \$80,000 per annum, to be paid on the construction of the railway from a point within the city of Winnipeg to a point on the Saskatchewan River, such payment to be computed from the completion of the railway to such last-mentioned point. The subsidy will be made payable in half-yearly payments and be assignable to trustees to secure the company's bonds on the whole or any part of the undertaking. The tariff rates will be the same as those agreed upon for the Qu'Appelle, Long Lake and Saskatchewan Railway Company, and remain undisturbed for six years. And in case the amount earned by the company between Winnipeg and the point on the Saskatchewan River for Government service should not amount to the sum paid by the Government, one-third of the land grant earned will be kept to recoup the Government. At the same time the Government wish it to be distinctly understood that they are assisting this railway, not as the great Hudson Bay Railway which we have heard so much about lately, but on its merits as a colonization road. It is also understood that the company shall at no future time make any demand on the Government for financial assistance for the construction of the railway northward from the