

able source of revenue. In order to encourage the exploration and settlement of this vast region the Commissioner asked the sum of \$32,500. The different roads in respect of which this vote was asked would be more fully detailed to the House when they came to the consideration of the estimates in detail. In regard to the west section, it would be seen that it was proposed to extend the leading colonization roads into the north and north-western territory, in the direction of Lake Nipissing. For that section \$51,860 was asked. In the east section it was proposed to extend the roads running westerly from the Ottawa and northerly from the Bay of Quinte, for which the Commissioner asked \$35,000. And for general purposes he asked \$27,000; making a total for colonization roads of \$146,300, being an excess over last year of \$66,594. For the administration of justice, he asked this year \$232,490, which was an excess over last year of \$31,285. In the details would be found an item of \$30,000, which appeared for the first time. It was for the payment of witnesses who were forced to attend in connection with criminal cases. So that the total amount for this service, if that item were deducted, would be in excess of last year only \$1,285. The next item of expenditure was public buildings, for which he asked \$466,411, a decrease of \$56,438. For public works he asked \$132,977, an increase of \$49,200. For asylums there was an increase of \$16,941, which arose from the maintenance at the Blind and Deaf and Dumb Institutes of children who had to be supported at the public expense. For education there was an increase of \$48,195. That amount was not so large as the amount which the Chief Superintendent of Education asked for, which would have made the increase nearly \$80,000. It appeared to him that the relation between the amount contributed by the Government and the amount raised by local taxation should be maintained. It would appear from the Chief Superintendent's statement that the amount contributed by the Government about one-tenth the amount raised by local taxation. The increase last year in the amount raised from local sources for educational purposes was some \$200,000. For Agriculture and Arts the increase this year was \$6,000. For immigration there was the large increase of \$55,824, the details of which would be found in the estimates. For hospitals and charities there was the small increase of \$920. For literary and scientific institutions the amount remained the same. For the School of Practical Science there was an increase of \$1,800. For unforeseen and unprovided expenses the amount remained the same as last year. For Crown Lands expenditure there was an increase of \$84,084. A large portion of this excess arose from special services, namely, defining the boundary line between Ontario and Quebec, and between Ontario and the Dominion. There was also the amount of \$3,000 required in order to determine certain questions pending with reference to the claims of the Hudson Bay Company to lands on the Lake Superior; \$75,000 was asked in order to define the boundaries between the timber berths and the Crown domain; \$12,000 was asked for the survey of the North Shore of Lake Huron, which was chargeable against the limit holders and would be returned to the treasury. A new item appeared which seemed to him to be a move in the right direction. So far, notwithstanding the enormous undeveloped mineral wealth of this Province, nothing had been done to collect any information as to the extent and probable value of these vast mineral resources. \$4,000 was asked for the exploration and mineralogical survey north of Lake Superior. The sum of \$5,000 was asked to be returned to the municipalities in respect of their share of timber cut on road allowances. So that, although the amount asked for this year in respect of Crown lands services was in excess of the amount asked for last year, yet that excess was for objects which would be of great advantage to the Province. The whole excess was \$51,084. These were some of the principal points which at present appeared to him desirable that he should ask the attention of hon. members to.

Mr. RYKERT wished the hon. Treasurer, before proceeding further, to explain the amount of \$44,279 for drainage works.

Hon. Mr. CROOKS said that amount was asked in accordance with the two Acts introduced by the Commissioner of Public Works. When they came to the item his hon. friend would give the fullest information. Then, in connection with civil government, there had been a slight increase in the salaries of some of the officers connected with the different Departments. The actual increase in each case was shown in the estimates, but he might mention to hon. members that the increase the Government recommended to the House was very small indeed in comparison

with the duties performed, and having regard to the value of similar duties in other services. Take for instance the Department of Education. The Chief Superintendent had made strong representations to the Government, which they could not accede to without further consideration. In his communication he stated in very forcible and truthful language the position of the officers in his Department; and he summarized his conclusions in these words:—"It is bad economy, detrimental to the public service, and unjust to individuals, to keep the remuneration of competent, faithful men in the public service down to the point of starvation." Acting upon these considerations, the Government saw fit to increase slightly the salaries of the very efficient masters and mistresses who had charge of the Model School, and in doing so the Government had merely brought up those salaries to the amount at which they were some two years since. Of course, as each item came up, hon. members could have the opportunity for explanation, but he might mention that in making a slight advance in some salaries the Government had not undertaken that step without weighing carefully each case and the grounds for such increase. In closing this statement he might be allowed to call the attention of hon. members to two general statements which to his mind demonstrated the extraordinary progress which this Province was making in all directions. If hon. members would refer to the position which Ontario and Quebec now occupied in regard to the deposits in the different banking institutions which might be said to belong to these Provinces they would find that these deposits had doubled since 1867. In 1867 the deposits were \$29,500, and in 1872 they had increased to \$58,200. In other words the cash resources of the community had doubled in five years. But the loans and discounts given by the banks would show more clearly the increase of trade generally. In 1867 the amount of discounts and loans given by the banks in Ontario and Quebec was \$50,000, while in 1872 the amount had increased to \$107,200, showing that in five years the volume of trade had doubled. But what would furnish data even more satisfactory than that was a statement of the expenditure on railways. He had a statement showing the amount of money expended on railways within the Province of Ontario, prepared by Mr. Molesworth, the efficient engineer of the Public Works Department. This statement showed that from the 1st July, 1867, to the 1st of January, 1873, there had been constructed, or were in course of construction, 1,484 miles of railway, the estimated cost of which amounted to upwards of \$35,000,000. The amount actually expended since the 1st of July, 1867, was \$18,915,871, leaving still to be expended \$16,631,718. Hon. members would see by this statement that the country had received in addition to its fixed wealth, in the shape of permanent improvements—improvements of the highest value to the community—an actual expenditure of nearly \$19,000,000.

Mr. LAUDER—Does that statement include the amount of municipal bonuses?

Hon. Mr. CROOKS said these statements included all the money applied to railways from all sources. Of that large amount expended on railways the Government contributed less than \$400,000. In other words our policy of giving a small amount in aid of railways had encouraged the building of railways to such an extent that the actual payment by the Government of less than \$400,000 and the promise of about two millions had led to the actual expenditure of nearly \$19,000,000, with a contemplated expenditure of over \$16,000,000 more. All these roads are *bona fide* enterprises.

Mr. LAUDER—Who did that?

Hon. Mr. CROOKS said he would be sorry to deprive any hon. member of the credit due him for taking an enlightened view of the course which this Province ought to pursue. In making these statements he did not for one moment assume to throw the slightest imputation upon the former Government, or upon any honourable member of this House. He merely wished to point out for the satisfaction of the House and the country that for a very small contribution on the part of this Province we had secured the expenditure of nearly \$19,000,000, and that in connection with our proposed further contribution, amounting to about two millions in all, we expect a further expenditure of \$16,000,000. These railways were all in course of construction, and large portions of many of them had been completed. For instance, the Canada Southern Railway had cost seven millions, and received nothing from the Government. The Canada Air Line got nothing from the Government, and the cost of it was three