

LEGISLATURE OF

SECOND PARLIAMENT—SECOND SESSION.

THURSDAY, March 27.

The Speaker took the chair at 1:20 o'clock, P.M.

PORT DOVER AND LAKE HURON RAILWAY.

Attorney-General MOWAT moved that the House do ratify the Order in Council approved by His Excellency the Lieutenant-Governor on the 24th March, 1873, granting aid to the Port Dover and Lake Huron Railway Company, the terms of which Order have already been published.

Mr. RYKERT thought it singular that the municipalities through which this railway would pass had already been relieved of indebtedness to the extent of \$1,200,000, on account of what was termed injurious legislation; and now the same municipalities—the towns of Woodstock and Simcoe, and the townships of Windham, Woodhouse, and Norwich—wished to get \$2,000 per mile for a railway. He did not think it was fair to wipe out \$1,200,000 debt of these municipalities one day, and the next day give them a large railway grant. He was opposed to the aid now proposed on another ground—that he could not support any extension of the Railway Aid Act. The speaker quoted figures to prove that the condition of the Railway Fund was not such as would admit of the proposed grants to railways by the Government, as the Fund would not admit of them. He did not oppose the grant on the road between Stratford and Woodstock, but he did oppose that on the road between Port Dover and Woodstock.

Hon. Mr. CROOKS explained that there was a sufficient amount coming in on account of the Railway Fund to justify the appropriations to be made, and there was a margin long before the Government were called upon to pay the cash. There was \$100,000 coming in to the Fund from last year, and another \$100,000 would be added on this year's account. He explained the terms of the Railway Subsidy Act, and showed that every Order in Council relating to railways had been carefully considered before being submitted to the House.

Mr. McCALL supported the resolution, as the road to be aided was one that would be generally beneficial to the country.

Mr. LAUDER was not in favour of the railway policy of the Government.

Attorney-General MOWAT said it was the duty of the Government to take a liberal view of the Acts passed to forward railway enterprises; and if the road in question could be built with the aid of the \$120,000 grant, a