

ing money from a fund already appropriated. He contended that the Railway Subsidy Act provided that no greater aid than \$240 per mile should be given, whereas it was intended to aid the Railway in question \$2,000 a mile.

Hon. Mr. CROOKS said before he would ask the House to vote upon the payments to these railways, he proposed that the Bill before the House increasing the subsidy to railways, and the extending of it over 20 years so as to make it equivalent to \$2,000 per mile, should be passed by the House.

The motion was then carried.

THE WELLINGTON, GREY, AND BRUCE RAILWAY.

Hon. Mr. CROOKS moved that this House doth ratify the Order in Council approved by his Honour the Lieutenant-Governor, on the 16th instant, granting aid to the Wellington, Grey, and Bruce Railway Company, which Order is to the following effect:—

The Committee of Council have had under consideration the memorandum of the Honourable the Treasurer, dated the 28th day of February, 1874, with reference to the application of the Wellington, Grey, and Bruce Railway Company, that it may receive aid from the Railway Fund for that portion of their line of railway which lies between Palmerston on the main line and Wingham, being the unaided portion of the northern extension to Kincardine.

The Committee advise that, subject to the ratification of this Order in Council by resolution of the Legislative Assembly (in default of which ratification this Order in Council is inoperative), payment be authorized to be

made out of the Railway Subsidy Fund to the Company of the sum of one hundred and ninety-four dollars and forty cents per mile for that portion of the line of the Company's Railway between Palmerston and Wingham, such sum to be payable by even half-yearly payments of ninety-seven dollars and twenty cents each, on the 30th day of June and the 31st day of December in each and every year, during the period of twenty years, to be computed from the first day of January, 1872, and to the full end thereof; and the Committee further advise that the said grant of aid be subject to the following conditions, that is to say:—

First. On condition that on or before the first day of July next it shall be made to appear to the satisfaction of the Lieutenant-Governor in Council, that the whole line of Railway between Palmerston and Kincardine has actually come into the possession and control of the Company, and in operation by the Company's servants and agents, or by those of any other Company duly authorized in that behalf by the Wellington, Grey, and Bruce Railway Company, with all necessary and convenient station houses and other facilities for the conveyance of the traffic of the district traversed, and that the arrangements for the operation of the road are such as will secure the continuance of these facilities.

Second. On condition that his Honour in Council may, on or before the said 1st day of July next, direct that payment be made to the said Company, out of the Railway Fund (should the same become applicable thereto), at the rate of two thousand dollars (\$2,000) per mile of the said portion of the Railway between Palmerston and Wingham, instead of the said annual mileage rate of one hundred and ninety-four dollars and forty cents, at the option of the Lieutenant-Governor in Council.

He was proceeding to explain the reasons for introducing the resolution, when half-past one was called, and the House adjourned.

AFTERNOON SESSION.

The Speaker took the chair at 3 p.m.

Several reports were presented and received, and the debate was resumed on the ratification of the Order in Council relating to the Wellington, Grey and Bruce Railway.

Hon. Mr. CROOKS moved that the effects which those who had contributed to the Southern extension of this line had expected from it were not realized, and, unless some aid were given, it would fall into the hands of the contractors, whose claims the Company had not been able to meet. The expectation of the municipalities in contributing to its construction were that, if necessary, help would be afforded by the Government, and if this were not done, they would have a good right to complain of injustice. He explained that the bonus of \$12,000 per mile for the 151 miles which the city of Hamilton had voted was subject to the approval of the

Great Western Railway Company, which had not yet been given. The intention of the Government was not to aid the Company nor to add to the value of their property. It was simply to give the municipalities which had contributed to its construction the benefits of railway communication, which they would not have, to all appearance, if the Government refused the proposed aid.

Mr. GIBSON contended that sufficient aid was not given to this class of railways, and thought that this one should at least receive the minimum amount granted to roads passing through settled portions of the country—viz., \$2,000 per mile. This railway passed through his county, and he knew its circumstances very well.

Hon. Mr. CROOKS said that in accordance with the principle laid down by the House in regard to aiding railways, the grant had been made as large as possible.

Mr. RYKERT said he was not prepared to allow this resolution to pass without proposing an amendment showing that he did not believe the Government had a right according to the Act to make this grant. He therefore moved in amendment that all the words after "that" in the original resolution be struck out, and the following words be inserted in lieu thereof:—"That while this House is perfectly willing to grant aid to the Wellington, Grey and Bruce Railway Company to the full extent of the Railway Subsidy Act of 1872 by which this House is empowered to give to the same; yet this House cannot consent to ratify any Order in Council which authorizes the payment of \$194 40 per mile for twenty years, to be computed from the 1st January, 1872, when such payment is not authorized by the Act creating the same fund, said Act not having been passed until 1st March, 1872, and there being no provision therein that the Act shall have a retro-active effect."

Hon. Mr. CURRIE thought it came with very bad grace from the hon. member for Lincoln, who last year got \$250,000 to aid railways in his own county, to come forward with a resolution this year which practically shut out the people of the West from reaping the same advantage, especially seeing that the part of the country affected was a newly settled one.

Mr. HODGINS contended that the Act was in force from the beginning of the year when it was passed, and \$100,000 per annum had been set aside for the whole year in which it was passed and ever since.

Mr. SINCLAIR held that if the resolution were passed as proposed by the hon. member for Lincoln, the railway in question would not be aided this year.

After a few words from Mr. Lauder and Mr. Boulton, and Mr. Rykert having insisted upon a division, the members were called in.

The House then divided, and the resolution was lost. The following are the yeas and nays:—

YEAS.—Messrs. Boulton, Boulton, Deacon, Fitzsimmons, Gifford, Giles, Hamilton, Lauder, Meredith, Merrick, Read, Rykert, Tolson—13.

NAYS.—Messrs. Ardsagh, Baxter, Bishop, Caldwell, Chisholm, Christie, Clarke (Norfolk), Clarke (Wellington), Clemens, Corby, Craig (Clengarry), Crooks, Crosby, Currie, Daly, Farewell, Finlayson, Fraser, Gibson, Gow, Graham, Grange, Haney, Hardy, McCall, McGowan, McKellar, McLeod, McManus, McRae, Mowat, O'Donoghue, Oliver, Pardee, Patterson, Paxton, Robinson, Scott, Sinclair, Smith, Snelinger, Springer, Striker, Waterworth, Webb, Williams (Durham), Williams (Hamilton), Wilson, Wood—49.

The original motion was then carried upon the same division.

CREDIT VALLEY RAILWAY.

Hon. Mr. CROOKS then moved—"That this House ratify the Order in Council approved by His Excellency the Lieutenant-Governor on the seventeenth day of March instant, with reference to the Credit Valley Railway Company, which order is to the following effect:—

The Committee of Council advise that, subject to the ratification of this Order in Council by Resolution of the Legislative Assembly (in default of which ratification this Order in Council is inoperative), the time allowed the Credit Valley Railway Company by the order in Council of twenty-sixth March, 1873, for furnishing proof to the satisfaction of the Lieutenant-Governor in Council for the construction of the works (exclusive of tracklaying) on that portion of the Credit Valley Railway between Toronto and St. Thomas via Gait and Woodstock, be extended to the first day of December next." Carried.

RAILWAY SUBSIDY FUND.

Hon. Mr. CROOKS moved the second reading of the Bill respecting the Railway