

reasonable. At that figure the amount of \$1,689,600 would be realized from the sale of 844,800 acres. If the railway were completed, and a reasonable amount of aid given for its extension to the Ottawa River, the cost of construction would not exceed \$1,225,600. The amount the Government expected to realize from the sale of lands would more than recoup the Province, and would allow of a balance of \$375,000. When it was considered that the Government had seven millions of acres still unsettled, it was not unreasonable to propose that they should aid the building of a railway for the purpose of settling these lands by devoting one million acres to that object. There would then remain belonging to the Province six millions of acres, which it would take thirty years to dispose of, if the present rate of settlement were not increased. He thought that if the railway should be built through that country by the offer of the small amount of encouragement which it was proposed to give, and capitalists were thereby induced to engage in the development of these territories, the Government were engaging in a good work—one which would tend to increase the pride with which we now regard this Province. (Hear, hear.) It was only fair to add, too, that this would save the Government a large amount of expenditure on colonization roads. The next road, and the last which the Government proposed to aid, was the Montreal and City of Ottawa Junction Railway. The proposition was to aid the portion of this line lying within the Province of Ontario, a distance of 66 miles. It was estimated that the cost of those 66 miles would be \$654,000. Though a good deal of money had been expended upon the road, the Company would not be able to complete its construction without additional aid. The amount already expended upon it was \$204,000; they had a balance on hand of municipal bonds, cash, and stock amounting to \$183,000. The Ontario subsidy previously granted amounts to \$198,000 and the additional subsidy asked to \$66,000, making in all \$651,000. For this amount the road could be graded, and the Company had entered into an arrangement with responsible parties by which they would be furnished with the iron and rolling stock necessary so far as the road was graded, these parties taking the bonds of the company and certain cash payments for the same. The people of the counties of Carleton, Russell, Prescott, and Glengarry looked upon the road as a very important one, as at present they had no railway accommodation whatever; and the only way in which they could reach Ottawa was from Prescott by the Grand Trunk, or from that point by a circuitous water route. The road ran through a tract of country 45 or 50 miles wide. The Government having satisfied themselves that the road could not be completed without additional aid, and that perhaps there was no part of Canada so badly off for railways—at least among the older settled portions of the Province—had felt it to be their duty to grant additional aid to the extent of one thousand dollars per mile. Though he would not say that the fact that that section of the country had received no railway aid in the past, except through this road, was an argument in favour of the present appropriation, still it was an excuse for the people there taking a pretty strong view of the subject. The House had been voting large sums of money to railways in the western and northern portions of the Province, and it was only right that the eastern part of Ontario should receive a fair consideration, when one looked at the large section of country that was without railway accommodation at the present time. He was sure that hon. members would not, in view of these considerations, grudge the small amount of additional aid required to complete the road. (Hear, hear.) The total amount of the grants to which he had referred was \$547,575, exclusive of the amount they have already granted to the Kingston and Pembroke Railway, and which had been cancelled. This was equal to a grant per annum of \$47,375, supposing the roads were completed tomorrow.

Mr. MERRICK—What is the total amount you have granted, past and present?

Mr. PARDEE said the total amount voted by the Province up to the present time was \$2,519,737. There had been paid out of the Railway Aid Fund the sum of \$1,401,237; out of the Railway Subsidy Fund, \$301,643; or a total from both funds of \$1,702,880. The total amount voted by the municipalities up to the present time was \$6,889,162, out of which there had been paid \$5,219,756. The number of miles of railway constructed since Parliament had

adopted the system of granting aid was 970, and there were now under construction 462 miles. This would give a total number of 1,432 miles of railway constructed on account of the support afforded by aid of the Province, and the total amount expended on railways would be \$18,358,948. By the small outlay of \$1,782,730 on the part of the Province it had induced an expenditure of \$18,358,000. (Hear, hear.) It appeared to him that the money was well expended. If they could induce foreign capitalists to come in and expend the large sum of 18,000,000 of money by the small stimulus of the aid the Province could afford without crippling it, the policy was an excellent one. (Hear, hear.) All the money expended by the municipalities on railways amounted to \$5,219,000, and he did not believe it was possible for them to say they had not received considerable advantages by their construction, which more than compensated for the money voted in bonuses. The bringing within reach markets for farm produce, and the reduction of freights, were solid benefits which could not be denied. He did not think he was making a wide calculation in saying that the expenditure of eighteen millions on railways had caused an increase in the value of the country of more than double that amount. It was not proposed that the Government grants should commence until a section of ten miles had been completed of that portion of the line proposed to be aided. Thus the grant would be paid on the portion completed. Formerly the railway subsidy fund was set aside and became a charge on the revenue. Under the present scheme, it would not become a charge on the revenue until the roads were completed. He was well aware that there were railways of great importance other than those mentioned—railways whose claim would have to be considered by the Government of the period at no distant day; but after considering every scheme submitted to them, and examining the financial basis of each, the Government had come to the conclusion that they could not fairly bring down to the House a proposal to aid any other railways than those he had indicated. The Government scheme was not one that would deplete the Treasury, and he had pointed out that the cost of the Victoria Railway aid would be more than covered by the amount the Government would realize from the sale of land. With regard to the Toronto, Grey, and Bruce Railway, the Government considered it a completed line, and therefore had not proposed to aid it. They had not come to the conclusion that it was their duty to aid railways that were in financial difficulties, which would be a dangerous principle to admit. It was the duty of the Government to aid those schemes only which were of Provincial importance and on a sound financial basis, and where there was a probability that such railways would be constructed on the granting of Government aid.

Mr. CAMERON said that a notice that they were going to aid railways was not sufficient notice, and were it not so late in the session he would consider the course very objectionable. He thought the policy enunciated by the Ministry was not going to give satisfaction. He took exception to the further aiding of the Wharby and Port Perry Railway, which in the past had been previously aided. He was proceeding when

Mr. MOWAT said that a standing order of the House forbade a discussion at this stage upon the resolutions.

The SPEAKER, referring to rule No. 93, said that if any motion was made involving any charge upon the people, the debate could presently be entered upon, but must be adjourned to such further day as the House should think fit to appoint.

Mr. PARDEE explained that it was his intention that the railway company should have no claim upon the fund arising from the sale of the land to be set aside.

CONCURRENCE.

Mr. CROCKS asked that the sum set apart for the repair of the School of Technology be expended.

Mr. CAMERON said that he had not previously had an opportunity of saying that he objected to the sale of the building at the price named, as well as to the removal of the school to the University, where he thought it would prove a great failure as the Agricultural College.

In the discussion upon the sum of \$20,000 proposed to be expended upon the Government House,

Mr. FRASER said that they did not propose to expend more in this work than the