

boards. If they did not, the result would be that the whole of the million of dollars already expended would be lost—not to the Government, but to the municipalities, which was far worse. He believed there were many hon. gentlemen on both sides of the House who believed the road would be built with the aid which it was proposed to grant. The fact that some railways had been embarrassed in the past was no reason why they should discontinue altogether the building of railways or the granting of aid. The Credit Valley was a railway of a Provincial character; if it was not built the money would be lost.

Mr. CAMERON said he did not think a sufficient financial basis for the road had been made out, but as he did not believe that the principle of the Railway Aid and Subsidy Acts should be adhered to in every case, therefore he would support the Government. He did not believe that a railway should be refused aid simply because it was in an embarrassed condition. He thought the Government should have aided the Toronto, Grey, and Bruce Railway. He believed the men along that line were now threatening to strike, and unless the President of the Company was able by his personal exertions to raise \$20,000 the road must be closed. He read an application which he stated had been signed by 45 members of the House, presented to the Government on the 19th of January, 1876, asking that aid should be granted to the extent of \$20,000 per mile on the section which would have been entitled to aid if a permanent contract had been entered into. He concluded that the Whitby and Port Perry road was far less deserving of aid than the Toronto, Grey, and Bruce. The fact that the Provincial Secretary happened to be interested in the district served by this railway, and that the Attorney-General and the Treasurer were both interested in the county of Oxford, through which the Credit Valley Railroad passed, might go towards explaining this exceptional legislation. The President of the Toronto, Grey, and Bruce voted against the Treasurer at the election in East Toronto. He (Mr. Cameron) did not oppose the road referred to on the amendment, but he could not see on what principle the Government refused to aid the Toronto, Grey, and Bruce, an enterprise as equally deserving of aid.

Mr. CROOKS said that the admission of the hon. member that he did not oppose the Government's policy in regard to the Credit Valley Railway disposed of the only question before the chair so far as the hon. member was concerned. He was not at all surprised at the reference to the Toronto, Grey, and Bruce, as that Company had been assuming to claim special favours from time to time. It was one of those railways which it was impossible to convince of the correctness of the principle laid down by the Government in reference to aid to railways. He proceeded to give a history of the claims advanced by the road since the time Mr. Blake had introduced an Order in Council in reference to it. The Government had adopted the principle that not a single dollar of the money of the Province should be given to completed lines, and had succeeded in maintaining their position. To aid embarrassed railways would be to sweep away the whole of the railway fund. With regard to the Port Perry and Whitby Railway, the memorial printed in the seasonal papers of 1871-2, showed that they were but technically excluded from the operation of the Railway Act. Their position was entirely different from that of the Toronto, Grey, and Bruce Railway. When the road petitioned for aid, it was in an unfinished condition, and not ballasted, and could not be finished without assistance. Had the Toronto, Grey, and Bruce Railway been in the same position with regard to the portion between Weston and Orangeville, they would have deserved the same consideration. In reference to the remarks of the member for East Toronto, he might say that whatever ties members of the Government might have in the county of Oxford, there was no stronger tie than that which bound them to the city of Toronto.

Mr. WIGLE thought that the Government should have aided the Erie and Huron Railway in the county of Kent. He contended that the district which this railway served had not received a fair share of the surplus money of the Province. Out of a total of four millions and a half spent on railways, colonization roads, and emigration since Confederation, the counties of Essex and Kent had not received a single dollar. The financial basis of the road appeared to be good, and

the line could be built with a reasonable amount of assistance from the Government. He understood that the Government had a good feeling towards the scheme, but that a number of their supporters opposed the proposal to aid it.

Mr. SNETSINGER thought that the Government should never have aided the Credit Valley Railway, which was nothing but a competing line, and it was a wrong principle that allowed the claims of such enterprises.

Mr. BARR said that if the Credit Valley road were to start in London the hon. member for that town would be the first to advocate its adoption. Referring to the charter of the Company, he said that the hon. the Treasurer must have been mistaken in saying that the Orangeville section was not intended to be subsidized. The reason it was not subsidized was the antagonistic influence of Toronto.

Mr. GIBSON said that he agreed with the hon. member for East Toronto, that the Toronto, Grey, and Bruce Railway was being harshly used. He said that the Treasurer's argument that the House would not support any Bill proposing to help the Toronto, Grey, and Bruce would not hold when the signatures of the majority of the House signified that they would do so. He said that he thought it would be impossible for an archangel to frame a railway scheme that would please the entire House. The Great Western and Grand Trunk deserved no sympathy at their hands, as they fleeced everyone they could. He could understand the opposition of the members for London and Guelph, as these towns had been built up by the Great Western. He was of opinion that the Port Perry line was entitled to support. He thought that the land scheme was the best portion of the whole scheme, and that it should be extended to the Kingaton and Pembroke. (Applause.)

Mr. WILLIAMS sympathized with the hon. member's for East Toronto remarks regarding the Toronto, Grey, and Bruce. If they had come down and asked for support to change the gauge it might have entitled them to more consideration. The Midland was another railway deserving support, and the Wellington, Grey, and Bruce was another of the same. He was not going to be selfish this year, as he was thought last, but would vote that the Credit Valley get the subsidy the same as the North-Western had.

Mr. ROSS took exception to the financial basis of a road being the ground of granting subsidies. He thought that the Provincial importance of the road should be the basis. He could not support the Credit Valley road, as there was no necessity whatever for it. If aid were granted to it as a mark of sympathy with those municipalities which had recklessly invested money in the line, it will serve as a precedent for other municipalities rushing into rash expenditure and soliciting aid. He thought the completion of the road should be undertaken by the municipalities along the route. The financial basis of the railway was such that they would not be able to sell their bonds at 50 cents in the dollar. He said it must be borne in mind that we are by these subsidies hypothecating our revenue. He favoured the supporting and building of roads of a colonization character. If such schemes were advocated as that advocated by the member for Essex, our surplus would be speedily consumed. He was glad to see the moderate character of the measure brought down by the Government, and would willingly support it with the exception of the Credit Valley, which he would oppose on account of its not being of Provincial importance.

Mr. MACDOUGALL was not in favour of supporting the hon. member for London's amendment, on the ground of its destroying the entirety of the Government scheme, which was as a whole satisfactory, though there might be points in it which they, had they the preparing of the scheme, would object to. He would support the Credit Valley on rational grounds. He referred to the costliness of the construction of the English built lines, and the injustice done to the Canadian farmers by the action of these Companies, placing the farmers of the States hundreds of miles further away on better terms as to access to markets than the nearer farmers. After mature consideration he had come to the conclusion that this could best be remedied by having a through line built by Canadian capital, and under Canadian management. They had now an opportunity of remedying this evil at a small expense by connecting the Canada Southern with the Credit Valley. He could not see why we should not construct such competing lines if we think them of advantage to the country at large. He regretted the Hon. Commissioner