

of Crown Lands had not been able to give more information regarding the Ottawa line. He anticipated ere long having a line from St. Thomas to Halifax, through the Credit Valley, &c. He agreed that it was a proper thing to refuse aid to the North Simcoe, seeing that their arrangement for a lease with the Northern Railway Company might never be ratified. Knowing the difficulties with which all Governments had to labour in regard to these matters owing to the demands of their supporters, he had great pleasure in supporting the Government scheme generally, and congratulated them on having brought one forward that he was sure would commend itself to a majority of the people of the Province. (Hear, hear.) He denied, however, with regard to the Prince Arthur's Landing and Kaminitiquia Railway, that Algoma or any of these northern districts should be entitled to special consideration, because they contributed largely to the public revenue. With regard to the Toronto, Grey, and Bruce, he was not very much in favour of the extra-constitutional mode which some members of the House had adopted of expressing their views upon that road, namely, by petitioning themselves, which was what their application amounted to. Considering the dominance which railway corporations had acquired in the United States, and a possibility that a similar state of affairs might prevail here, he thought the Government was acting wisely in not consenting to aid railways already completed, such as the Toronto, Grey, and Bruce. In such cases the proper course would be for the railway to board their road, as was done in England.

Mr. HODGINS thought that hon. members and the Government had very uncertain views as to what was a proper financial basis for railways. Some were reputed good which had no subscribed capital; others which had a smaller or larger capital. He urged that this hap-hazard system should be put an end to, and that in view of future applications the Government should require a subscribed or paid-up capital equal to the Government grant, and should also adopt a fixed rate per mile to which railways should be allowed to issue bonds. He thought the present system had, however, enabled the Province to promote railway enterprise more economically than formerly. Prior to Confederation, old Canada had invested \$22,000,000 in the Grand Trunk, Great Western, and Northern Railways, of which Ontario had contributed \$12,000,000, together with about six millions from the Municipal Loan Fund, for about ten or twelve hundred miles of railway in Ontario. The new scheme had enabled the Government by a grant of about four millions, aided by seven millions of municipal bonuses, to subsidize 1,800 miles of railroads. The Government had about \$1,200,000 of the Railway Aid and Subsidy Fund in hand uncalled for, and he thought it would be wise to charge the new grants on that undrawn balance, subject to future claims of the roads to which it had been voted, rather than to look up large sums for railway purposes. He was prepared to vote for aid to the Credit Valley, but would desire some explanation why the Government had relieved that road of the obligation to go to St. Thomas.

Mr. MOWAT moved the adjournment of the debate. Carried.

Mr. MOWAT moved the adjournment of the House.

The House adjourned at six o'clock.

EVENING SESSION.

The Speaker took the chair at 7:45 p.m.

RAILWAY AID.

The debate on the Railway Aid resolution was resumed.

Mr. O'BRIGHTON stated that he intended to vote for the amendment of the member for London. On no possible ground could he see that the Credit Valley Railway came within the category of railways entitled to Provincial aid. It was not a line of Provincial importance, but was a local and a competing line. The country should not be called upon to give competition to existing lines. He had no particular sympathy with the Grand Trunk or Great Western Railways, owing to the manner in which they had discriminated against local traffic, but still he thought that the country should do justice to the British bondholders and not damage their property by assisting competitors. Such a course might tend to shake the credit of Canada in the English money market. The promoters of the Credit Valley Railway

have not shown that they had put any of their own money in the undertaking; they were simply bonus hunters. When the promoters of the Toronto, Grey and Bruce sought the aid of the municipalities, they subscribed for stock to the amount of \$300,000. He considered that the Toronto, Grey and Bruce Railway had not been fairly dealt with. He did not see why the Government should refuse to aid those companies who had endeavoured to help themselves. The Toronto, Grey, and Bruce was not a completed line, because they had not paid for their right of way. The farmers whose lands had been taken at a valuation were not likely to get paid if the Government refused assistance.

Mr. LAUDER could not support the amendment. The municipalities along the road had spent large sums in aiding the railway, and it would be hard if the Government, by refusing to aid the railway, should cause the expenditure to have no result. He defended the action of members of the House signing a memorandum to the Government praying for aid to the Toronto, Grey, and Bruce, and said that was the only way to approach the Government in regard to money matters. The Toronto, Grey, and Bruce had been the means of bringing as much money to the Crown Lands Department as had been paid it by the Government. The technical objection to the aiding of the railway could be very easily obviated. The member for Algoma should have used his influence to get the Dominion Government to make Prince Arthur's Landing the terminus of the Pacific Railway, instead of Fort William, then the grant to the small line between these two places would not have been required. He charged that the Government had violated the old scheme of Sandfield Macdonald session after session. The aiding of the line from Prince Arthur's Landing to Kaminitiquia would simply tend to encourage speculators. These speculators—who were supporters of the Government—had already received the benefit of the large amount spent upon the navigation of the Kaminitiquia. He would oppose the amendment.

Mr. MASSIE repudiated the idea that the English capitalists had been an injury to this country. On the contrary the country was largely indebted to these gentlemen for the Grand Trunk and the Great Western. The interests of the bondholders should be carefully considered if they ever expected to get their aid for further railway enterprises. He contended that the Credit Valley Railway had not a sufficiently solid financial basis to justify the expectation that it would be built with the Government aid. The Treasurer had stated when the \$2,000 per mile was formerly granted to the Credit Valley that he expected this would enable it to be built; but they had been obliged to come to the House for further aid, and he feared they would come again. The effect of building the Credit Valley so that it tapped the Toronto, Grey, and Bruce, would prove ruinous to the latter road. He did not think that the Toronto, Grey, and Bruce had the shadow of a claim for further aid; as it was begun and completed without the expectation of such aid. He would support the present grant to the Credit Valley Railway but he would strenuously oppose any further aid to the road. He hoped the Legislature would never think of helping to build a line like the Toronto and Ottawa road, which would act as a competing line to the Grand Trunk. There was not sufficient traffic for two lines, and to build a second route would be an act of injustice to the English capitalists who had invested their money in the Grand Trunk.

Mr. HUNTER would support the present grant to the Credit Valley, but he would not support any further grant to that road. He thought the Toronto, Grey, and Bruce should receive a grant, considering its present difficulties.

Mr. CLARKE (Norfolk) thought the Toronto, Grey, and Bruce was deserving of aid. He was sorry to notice the contracted views which some hon. gentlemen held on the subject of railway aid. He contrasted the railway policy of the present Government with that of their predecessors, maintaining that the former was a liberal and statesman-like policy compared with the latter. He would support the Government scheme in its entirety.

Mr. ROSEVEAR said he was opposed to the whole railway scheme of the Government (Laughter) He thought with regard to the Credit Valley that every member who spoke in favour of the scheme had a wheelbarrow of his own to drive. (Laughter.) Too many railways had been chartered in the past, and he hoped no more would be built.