

was based upon a principle which they could not recognize. There were other roads, too, that the Government were obliged to refuse to aid. With regard to aid to railways generally, and the expenditure of public moneys, the Government wished to be frank and explain clearly the position they proposed to take. He did not say that under no circumstances would public aid be granted to railways in the future, as no man or set of men would be fit to manage the affairs of the country if they pledged themselves for the future regardless of future surroundings or circumstances. What he did say was that as a whole the Province was pretty well supplied with railway facilities, which had been largely procured by wise and liberal Government aid; that public opinion demanded a halt and rest as to future aid, and that it was the duty and intention of the Government to give effect to that public opinion; and he said that deliberately in order that municipalities, railway companies and promoters might be guided accordingly. (Hear, hear.) There was another road named in the resolutions which is to run from a point at or near Gravenhurst to Sault Ste. Marie. They had not taken authority to aid any particular road, but to aid any road which they thought ought to be aided in that connection, and they only took that authority subject to the ratification of that House. The road they proposed to aid was to be one which would form a neutral link and afford absolutely equal rights to all existing roads or roads yet to be constructed. Aid was voted some years ago to a road to run from Gravenhurst to Lake Nipissing, connecting with the Georgian Bay branch of the Canada Pacific. This subsidy of \$8,000 a mile would amount to \$856,000. It had been represented to the Government that if that aid was transferred to a road running from Gravenhurst to the Sault, it was probable they would get a road 300 miles long fulfilling the same conditions of a colonization road and a connecting link with the Canada Pacific as the Nipissing road, which was but 107 miles in length, for the same amount of aid originally promised.

Mr. MERRICK—But no connection with the C. P. Railway.

Mr. PARDEE—We believe that when we get to the Sault we will have connection with a Pacific Railway; and further, that it will be the only connection which the people of Ontario will get with the North-West for a great many years to come. (Hear, hear.) In discussing that question they were not referring to any particular company, or to the fight at present going on in regard to it, because it was not proposed to aid any road unless it formed a neutral link. He believed the members of the House were sufficiently patriotic to lay aside any merely local interests and give a cordial support to the resolutions now in the hands of the Speaker. (Applause.)

Mr. MEREDITH protested against bringing down the resolutions at that late stage of the session. This had always been the practice of the Government ever since they came to power. He denied that there had been any change in public opinion, and said that the responsibility of the notices of motion last session rested upon the hon. gentlemen opposite. He wished to know what inducements had been held out to the supporters of the Government to cause them to change their opinions. He believed that the resolutions were a move in the right direction, and hon. members on his side of the House would do as they had done last year. They would give the resolutions their support. The Government had said last year that they would give no further aid, but public opinion had forced them to withdraw from that position. With regard to the Sault line, no provisions were being made to compel the company who would build that line to connect with the Canada Pacific Railway. He thought some such provision should be made.

Mr. DEROUCHE said he was surprised at the action of the Government in bringing down the resolutions now before the House; and equally so with the stand taken by the leader of the Opposition in the matter. He had hoped that he would have the sympathy of the Opposition in his opposition to the resolutions, and thought he was entitled to expect it from the speeches of hon. gentlemen opposite on the same subject last session. However, the action of the Opposition did not in the least excuse the action of the Government in connection with the scheme now before them for railway aid. He was not satisfied with the resolutions, nor with the arguments adduced by the Commissioner of Crown Lands in support of them. Every argument brought forward in support of granting aid to the three railways mentioned in the resolutions was equally applicable to granting aid to other roads, such as the Kingston and Pembroke, and the Napanee and Tamworth roads. He

contended that in granting aid to the roads mentioned in the resolutions, and to no others, the Government were not dealing justly with the people of that section of the country through which the roads he had mentioned would run. The Hon. Commissioner of Public Works had mentioned the fact that the Kingston and Pembroke road was on a good financial basis. That road ran through a very rough section of country, and through a country capable of very little agricultural development; and yet with all these disadvantages it had, by careful and economical management, been enabled to preserve a sound financial basis. But he held that was not a reason why no aid should be granted for the completion of the road. If the railways of the West squandered their money that was no reason why they should receive Government aid to the exclusion of railways that were entitled to it. The section of country which he represented was the largest in the Province that had no railway communication. It had paid a large amount of money into the Provincial Treasury in timber dues and in other ways, and he held that it was no more than just that a portion of that money should be refunded them in the shape of a railway aid grant. The Napanee and Tamworth Road would open up a large section of country, the people of which were placed at a great disadvantage for the want of railway communication. He, with other members from the same part of the Province, had voted for every Bill that had hitherto been brought before the House granting aid to railways, but when they asked for a small grant for the roads they represented, they were told, "Oh, no; it was a new scheme, there was no principle involved, and therefore they should receive no aid. People living in a section of country that was a perfect network of railways could get Government aid, but his constituents, who lived in a section far from any road, could get none. This he held was most unjust. The argument that his was a new road was no argument at all. All roads were new at one time, and he held that it was the new roads that should be aided in preference to the old. The Government should either give no aid at all, or they should give equally and equitably to all. He could not support the resolutions, because he thought them most unjust to the eastern section of the Province.

Mr. McCRAVEY said he would support the resolutions. He held that it was not necessary for him to justify the grant to the road running through his riding. The aid granted would enable the road to be completed.

Mr. YOUNG said that if the resolutions reopened the question of railway aid it would be impossible for him to support them. Public opinion was decidedly against the subsidizing of new railway schemes. The available surplus for bonuses for railways was not very large. The cash in the treasury was not much over \$1,500,000, and the Province could not go on subsidizing railways without drawing on trust funds or embarrassing the Province. He regarded the resolutions as a closing up of the railway policy of the Government. The railways it was proposed to aid were lines begun on the faith of receiving Government aid, and municipal bonuses had been freely voted in the expectation of receiving Government aid. Therefore, it was only just that such roads actually begun or completed, should receive Government grants. The proposed grants would only involve an annual expenditure of \$17,500. So far as the proposed line to the Sault was concerned, he was convinced that it was a great improvement on the projected Ontario and Pacific Junction line from Gravenhurst to Callendar Station, and considered that the Government had taken up the right position on the railway question. Railway aid in the future ought to cease, while it was only justice that the roads commenced in good faith under the inducement of Government bonuses should be aided.

Mr. LONG was pleased to see the Government aiding the Wellington and Georgian Bay Road, but he did not think that they should also aid the Stratford and Lake Huron, a competing line. There was not room for the two. He regretted to see that the Government had changed their policy with regard to the Ontario and Pacific road. He did not consider the Sault line would be the great benefit to the western cities that was anticipated. It was not a fair thing for the country that the Government should aid a line so entirely under the influence of the Grand Trunk.

Mr. SINCLAIR denied that the Stratford and Huron Road and the Wellington and Georgian Bay line were as near each other as was asserted. The conduct of the leader of the Opposition in not opposing the measure indicated that the people were with the Govern-