

to contribute one-half, or the cost of Ontario was over one and a half millions for the support of the Northwest and the payment of interest upon the money invested for the development of the Northwest. The Northwest had cost the Dominion \$259,000,000. There were only 28,000,000 acres of land under cultivation in the country, so that the expense of the Northwest amounted to a mortgage of \$9 on every acre of land under cultivation. It occurred to him that the people of this Province were not prepared to aid in building the projected railway into that country. Further than that, the opening up of that country had had the effect of decreasing the value of the products, and consequently the value of the land, of Ontario. It would be an injustice to ask the people of Ontario for any further sum to assist in building a railroad in that country. If the country out there was so rich in minerals, let the gentlemen who owned the mines and who expected to reap the benefit build the railway themselves instead of asking the people of Ontario to do it. He hoped that the members would protest against any further addition to the debt of the Dominion for any new railway into that country. The railway was being built only for speculative purposes, and we all knew what mining speculation was.

A CHANGED RESOLUTION.

Mr. Pattullo, on rising to reply to Mr. Haycock, expressed surprise that a previous motion on the same subject had been offered by Mr. Haycock and withdrawn to make way for this one, which is in many ways contradictory of the first. In the notice given on February 26 the following was the position taken:—

"That it is the opinion of this House that the subsidizing of the Canadian Pacific Railway Company by the Dominion Government for the construction of the Crow's Nest Pass Railway will be contrary to the interest of the settlers and citizens of the Northwest Territories and British Columbia, and that any addition to the power of this great corporation will be contrary to the general interest of the people of Canada and must tend to the subversion of the authority and power of the Parliament and people of Canada; and that it is the opinion of this House that if the Crow's Nest Pass Railway is felt by the Dominion Government to be a necessary or desirable undertaking that it should be constructed by the Dominion Parliament as a public work and operated by it for the general good of the people of Canada, and that a copy of this resolution be forwarded to the Hon. the Premier of Canada and the Hon. the Minister of Railways and Canals."

Here, then, Mr. Haycock had shown the good judgment of leaving to the discretion of the Dominion Government subjects which are altogether of their province and control. The building of the road depended upon the favorable judgment of the Dominion Parliament. Mr. Pattullo feared that the change in the opinions of the leader of the Patrons of Industry in the Legislature had been effected by an article in the newspaper representing that political party, *The Weekly Sun*. Judging by the tenor of the first resolution the member from Frontenac would appear to be already regarding himself as the member for Roseland. In the second resolution, however, he became again a member for an Ontario constituency. The figures given by Mr. Haycock were probably accurate, but this was scarcely the place for their delivery. True, the newspapers and Boards of Trade had offered suggestions on the subject, but they occupied a different relationship to the Parliament of Canada from that occupied by this Legislature. The expenditures mentioned had been incurred without comment from this Legislature, and it was very questionable policy on the part of the Legislature to enter at this stage upon an advisory relationship to the Dominion Parliament in such matters.

Speaking of the merits of the case opened for consideration by this resolution, Mr. Pattullo said that while he adhered to a party which for years has fought against the monopoly powers of the C.P.R., he was not one who would say that an addition to the business of that company would necessarily be an extension of their monopoly. He held it rather to be self-evident that if a considerable volume of business could be added to the present traffic a reduction of the high rates at present made necessary by a sparsely settled country of great ex-

tent would be made possible. And in addition to this the real monopolistic provisions could be modified or abandoned as a result of direct dealing with the Government, he urged that the result could be only of the best for the general public of this Dominion. But these matters, all of them he held to be matters for the consideration of the Dominion Parliament, and that there was no precedent for offering them such advice as is contained in this resolution. The Province of Ontario, he contended, was sufficiently represented in that Parliament by many able men. The resolution should be rejected upon this ground without reference to the final solution of the question itself.

Mr. Whitney expressed the thanks of the Opposition to Mr. Pattullo for the stand he had taken. This question should never have been introduced into this Legislature. Mr. Haycock was not elected for that purpose; another gentleman was elected by the people of Frontenac for that purpose. The same was true in his own case. He was not surprised that Mr. Haycock had expressed confidence in the Dominion Government. It was well known that there is nowhere a more thoroughgoing supporter of that Government than that gentleman. Mr. Whitney declined to express any opinion whatever on the merits of the case within the House. He would do so outside the House when the time came and would say in his personal capacity whether Dominion subsidies were justifiable or not. It ill became Mr. Haycock to protest in this emphatic manner after having on another occasion voted for a grant to a railway corporation of \$50,000 for the construction of a railway bridge at Ottawa.

Mr. Haycock said he had been very much amused by the speech of the leader of the Opposition. There had been occasions when motions advising the Dominion House had been made or supported by that gentleman. He would press the resolution to a vote.

Mr. Conmee had thought the resolution might be withdrawn, but if a vote was to be taken he could not give a silent vote. He thought it a narrow view to take that because Ontario pays a proportion of these expenditures this House should utter these objections. If Ontario pays more it is because she is wealthier. Railways are a necessity in the development of new sections. The main questions were, should the Dominion give aid to this railway, and how that aid should be applied. He was not concerned as to the policy adopted by the Dominion Government. He had confidence that their arrangements would be a good one. He would not object to the building of the road by the C. P. R., as he had confidence that efficient safeguards would be provided by Parliament. At the same time he would not agree that the C. P. R. or any company were beyond the control of Parliament. He would like to see an earnest effort made to control these rates and to prevent glaring discriminations. Without a law and the machinery for enforcing such a law, one that would regulate these charges, it would matter nothing whether a bargain were made or not concerning these much-debated clauses. He could see no advantage in the House now criticizing the prospective action of another legislative body with which this matter properly lies.

Hon. Mr. Hardy would not accept it as a settled policy that this House should refrain from expressing opinions on questions which are primarily dealt with in the Dominion Parliament. Any comment on such a question could come only under the secondary privilege of the House. The newspapers and Boards of Trade had expressed opinions on this point, but before the Legislature could do so it would be necessary to have before it surveys, maps and other information. It was not even known what the Dominion Parliament proposed to do. He had a good deal of sympathy with the state of affairs outlined by Mr. Haycock, but could not see his way to do otherwise than vote against the resolution if it were persisted in.

Mr. Haycock allowed the motion to be lost upon division, at the same time denying, upon the authority of the journals of the House, that he had voted for the grant to the Nepean bridge. Mr. Whitney withdrew the statement.

DIVISION COURTS.

After recess Mr. McNichol moved the resolution of which he had given notice, asking that the powers of the Division Courts be extended, as follows:—

(a) To all personal actions where the