

VOTED AGAINST THE GOVERNMENT.

Two Conservatives and Labor
Man With Opposition.

THE GRANT TO THE C.N.R.

Liberals Score on First Division
of the Session.

Nominal Majority of Nearly Seventy
Reduced to Fifty-two on First
Division—Vigorous Debate Con-
cluded Last Night—Liberal Lead-
er's Spirited Address.

Mr. Philip H. Bowyer, Conservative member for East Kent, who led the opposition of the five Government members of the Legislature to the Canadian Northern Railway subsidy at the last session, voted with the Liberal leader's amendment to give a six-months' hoist to the proposed land grant in the first division of the new Legislature last night. He rose at the conclusion of the recording of the Opposition vote, and declared himself, amid Liberal applause. After a moment's pause Mr. G. W. Sulman, his Conservative colleague from the western riding, rose and joined him, while the Liberals continued to pound their desks. Mr. Allan Studholme, the Hamilton Labor man, also voted with the Opposition.

The vote was otherwise along strict party lines. When Mr. Hugh Clarke voted with the Government he was greeted with ironical Opposition laughter, as the Bruce man was one of Mr. Bowyer's lieutenants last session. Mr. D. J. McDougal (East Ottawa) was the only Opposition absentee. The Conservative absentees were: Hon. Adam Beck, Hon. J. S. Hendrie, and Messrs. Carrick (Port Arthur), Donovan (Brockville), Gamey (Manitoulin), Hearst (Sault Ste. Marie), Innes (Norfolk), Mahaffy (Muskoka), Nickle (Kingston) and Gregg (Algoma). There were no pairs.

The Clerk's declaration of the vote, 21 to 73, a Government majority of 52, was received with prolonged Liberal cheering. The nominal Government majority is sixty-seven. "Any more recruits?" said the Liberal leader, laughingly. The vote was taken at 11 o'clock on the amendment, an amendment to the amendment by Mr. Studholme, advocating the building of the road by the Province, getting no seconder, and being declared out of order.

Sunday Car Question.

On the bill to amend the railway act, in order that cities of over 50,000 population might establish Sunday street car services, coming up for its second reading, the Premier introduced a new clause providing that a sufficient notice should be given before the taking of a vote. This, he explained, was to prevent any snap verdict being obtained. Another new clause provided that no street railway employee should work on two succeeding Sundays.

Hon. A. G. MacKay pointed out that perhaps the population basis was not the best one upon which to settle this question. Smaller towns might be so geographically situated as to make a Sunday car service a great convenience. He thought that the Government should take the whole of the responsibility in regard to this matter of saying where Sunday cars should

run or else allow the people to decide it.

The Canadian Northern Grant.

On the second reading of the bill granting aid to the Canadian Northern Railway the Premier, after repeating the main features of the bill, drew attention to a proposed amendment providing that once the value of any section of land granted to the company had been fixed it could not be changed by any subsequent order in council. Many of the members of the House would recollect what had happened in connection with the Canada Company. The object of this bill was to prevent any such similar condition of monopoly arising. It would also be manifestly unfair to the company after once the value of the land and the terms on which it could be sold had been fixed, they should be changed.

A Hard Bargain.

The Government had driven a hard bargain with the company after refusing them a cash subsidy. A further amendment to the bill as it was first presented was that to give the settlers the right to cut and use all timber except that reserved for the Crown. It was necessary, he explained, that the Government should do something to open up the clay belt in order to provide opportunities for the immigration which the Dominion Government was sending into the country, and therefore they had approached the company with this offer, which, he considered, was in the interests of the Province. "This," he declared, "is not aid to the railway, but an attempt which every reasonable man would make to develop and exploit the property of the people. It is exactly the opposite to aid to a speculative railway enterprise." Proceeding, the Premier contrasted the present proposal with what the Dominion Government had done in regard to the Grand Trunk Pacific, the expenditure on which, he claimed, was in measurable distance of three hundred millions of dollars. "Put that," he said, "alongside this simple business transaction of ours, by which our property is given a value which it otherwise never would have had, and by which our settlers are insured fair play and reasonable terms."

Attacked Grand Trunk Pacific.

The Premier made a lengthy attack on the Grand Trunk Pacific agreement with the Dominion Government, saying that everything was being done by the country except the possible payment of an excess in the cost of construction on the prairie section. It was true that the G. T. P. would pass through a corner of the clay belt, and naturally they would be glad to receive any benefit from it, but it did not supply the needs of the country.

Liberal Leader's Motion.

Hon. A. G. MacKay, in moving that the bill should be given a six months' hoist, said that he thought it would have been more to the point if the Premier, instead of going into a lengthy discussion of the Grand Trunk Pacific, with which the House had nothing to do, given them some more information as to exactly what it was proposed to give away. He thought it was unfortunate that the company had not only been refused a cash grant, but a land subsidy also. This new road would form a connecting link between the company's eastern and western systems, with the intention of making a transcontinental system. It would be built in any event, and, therefore, the Province was put in the position that it was not obliged to assist either with cash or land. Still the Premier would have done well to give the House more full information as to what it was proposed to give away, and as to what exactly those two million acres meant in dollars and cents. Taking the report of the surveyors and valuers who went out in 1900, they found that 140 miles of the road as laid down on the map was through very difficult country, sixty miles moderately easy, and 300 miles through country of a character which would mean that the cost of construction would be away below the average. It was important that they should know the value of that agricultural land. They were told that the price and conditions of its sale would be fixed, and once having been fixed could not be changed. That was an advantage, for one object of the

grant was to give the company an asset on which it could raise money in order to finance the road. They found from the report which he had mentioned that 75 per cent. of the land was choice land, and that it was heavily timbered with spruce.

No Pine to Reserve.

"What does the reservation of white pine mean," asked the leader of the Opposition, "when on that land there is no white pine? The Crown practically convey to the company everything that is along the route. The people of Ontario will not be misled by the statement that the white pine is reserved and the minerals are reserved; for where the pine is reserved there is none, and there are no minerals in the clay belt."

Proceeding, Mr. MacKay said that, according to the map, there would only be 225 miles of road in the clay belt. But when the builders went to finance that road those who financed it would want to know something of the value of the timber on the land. The report of the explorers showed that the timber ran from thirty to sixty cords to the acre. Putting it even at the very low average of twenty cords to the acre, and taking the price at which they had been selling timber, the timber would be worth \$8 an acre, the land \$5, making \$13 in all, which would be equivalent to \$52,000 a mile. If the report was at all accurate, then that estimate was a very low one.

Some Comparative Figures.

It was easy to say that the land was of no value because it was inaccessible, but they had to realize what its value would be in order to appreciate what the Government were prepared to give away. Let them also appreciate what the grant meant in area alone. The acreage of Glegg was 287,817; Stormont, 247,151; Dundas, 237,057; Grenville, 272,461; Carleton, 563,966; Russell, 250,667; Prescott, 291,604, or a total of 2,150,723. It meant that the Government were giving away an acreage nearly equal to that of those seven eastern counties. The acreage of Durham, Ontario, York, Peel, and Halton counties was but slightly less than the proposed grant. Huron, Perth, and he was taking contiguous counties, Oxford and Norfolk, had 2,186,967 acres, or only a little more than the grant.

The Premier's Pledge.

Only as recently as the 7th of September last the Premier had assured a deputation of farmers that under no circumstances in future would a land grant be made to a railway company. "That," said the speaker, "was a definite pledge, and it struck me that the Premier would have been better employed, instead of attacking the Grand Trunk Pacific, if he had explained the reason for this departure from his policy." From every point of view he thought that the bill was to be condemned, and therefore moved that it should be given a six months' hoist.

Extend Government Road.

Mr. S. Clarke (Northumberland), in seconding the motion, pointed out that the Government if they simply desired to develop the clay belt could have done so by extending the present Government road. The Premier had said that the land had no value. It was not so very long ago that the same thing was said of land in the Northwest, where in ten years values had increased from a dollar an acre to ten, twenty, and thirty dollars. The Canadian Northern Railway seemed to have the faculty of getting what they wanted from Provincial Governments. "The C. N. R.," he said, "practically own the Manitoba Government, and I speak from reasonable knowledge. The Manitoba Government are giving them everything, and I regret to say that the infection is getting into Saskatchewan and Alberta." Proceeding, Mr. Clarke said: "When Mackenzie & Mann go to London to float their bonds I would like to see what value they will place on the timber." Passing on, he said that he did not think that the Premier was comfortable with the proposition. "I used to think that he was a big man, but when he fell into the hands of William Mackenzie, he was gone."

Mr. R. R. Gamey (Manitoulin) created Government enthusiasm by comparing the terms of the Ross Government grant to the Grand Trunk Pacific and the present grant to the