

of it. If he did not vote for the Bill his people would find fault with him. The Bill is ingeniously devised; every Province of the Dominion has got a share of this money. I am aware that there is no use saying anything about it. I felt so annoyed when it came down last night that I made up my mind that I would oppose it if I stood alone, but better counsels prevailed. I hope the Government will be warned when they bring down these measures in future to bring them earlier. No doubt the Government are anxious to do what is right. It is only a day or two since they got through with the settlement of the subsidies. Deputation after deputation came here seeking grants in aid of various schemes, and the Government found it difficult to make up their minds what companies should be subsidized and what companies should not be. If this thing continues, the country is bound to come to grief. I hope the leader of the House will give us this pledge, that hereafter any subsidies in aid of railways will be submitted earlier in the Session, and then we will have more information as to what we are asked to do; because I confess to you, as far as I am concerned myself, that with the exception of a few lines in the Province of Ontario, I have got to vote this blind. Others may have more information than I have about this matter, but I question very much if they have. Each one may know something of the railways in his own locality, but I doubt if any member here can explain why this grant is given to each of the twenty-one railways.

At six o'clock the Speaker left the Chair.

After Recess.

HON. MR. McCALLUM resumed his speech: Before the House rose at 6 o'clock, I said I would explain something that I knew about the roads now subsidized by the Government. I do not intend to detain the House but a short time, knowing that it is late in the Session, but I will say to hon. Senators here that I know very little of this Bill, having had only a few hours to look at it, and I hope each hon. gentleman will explain the subsidy to railways in his own part of the country. I say that the Government should be very careful in subsidizing any railway running parallel to another line, for one or the other must

be frozen out. There is not traffic enough for two in a thinly settled country and it is throwing money away. I have warm friends engaged in railway speculation, but that does not prevent me from saying what I think even of their schemes. For instance, take the Niagara Central, from the Suspension Bridge to Hamilton, 48 miles. The Government has granted \$3,200 a mile towards that line. That is a railway running right alongside of the Grand Trunk Railway all the way. There are plenty of localities in this country where they have no railway facilities at all. What is the object of these two railways? The people of St. Catharines and of the city of Hamilton must be favorites of this Government if they are going to bonus this railway in order that they may have competition in rates. If the Grand Trunk Railway, or any other railway in this country, is charging too much to the people, then we should have a Railway Commission to regulate rates. I think it is rather unjust to the Grand Trunk Railway. They cannot more than live now, and to subsidize another railway running alongside of it will injure it still further. What will be the result? If that railway is built it will be turned into a goose pasture in five years. We have examples enough of it in this country already, for if that road goes into the hands of the Grand Trunk Railway certainly they will not run the two lines, because the Grand Trunk Railway has acted on that principle before. There was a competing road subsidized from Listowel to Palmerston. The two tracks were running alongside of each other, and the sheriff sold one of them, and some gentlemen have it now for a goose and sheep pasture. Another instance that I know of is a road from Palmerston to Stratford, bonused by the Government and by the municipalities, alongside of a competing line. One of these is shut up. Is it desirable that the money of the people of this country should go to build railways under such circumstances. The Government said at the beginning of the Session, "Halt!" Yet here are \$3,000,000 of the people's money voted away for something for which we have no explanation. I see a subsidy here for a railway from Woodstock to London and Chatham, 80 miles, \$256,000. I know they are not suffering for railways in that part of the country, and I am as satisfied as that I am now