

if this matter were referred to the Railway Commission the experts of the commission would say that many of these branch lines are not works for the general advantage of Canada, but merely provincial railways for the benefit of the province. In the province of Ontario they built a great railway system, the Temiskaming and Northern Ontario, which tapped the Cobalt district and other rich mining districts of New Ontario. Who built that particular system of railways in New Ontario? Was it this parliament? No, the province of Ontario did it itself. Ontario applied to this parliament for a subsidy for the Temiskaming and Northern Ontario but did not get it. Now it is proposed to extend the Temiskaming and Northern Ontario railway up to James bay, a purely federal matter, yet Ontario will have to do this itself.

Now, look what happened in Manitoba and Saskatchewan in the case of the Hudson Bay railway, a similar road to the Temiskaming and Northern Ontario. The Hudson Bay railway is being built not by the province but entirely by the people of Canada as a federal railway.

There should not be one law for Manitoba and Saskatchewan, and another for Ontario. There should not be one federal railway law for New Brunswick and Nova Scotia, and another law for Ontario. The Railway Acts calls for equality of treatment, and there should be no unjust or undue discrimination between provinces and localities in railway matters whether it be with reference to branch lines or anything else. The report before us gives us very little information. The economy cry is being raised now. I hope after the branch line bills we will hear no more about economy this session. We have here twenty or thirty millions proposed for branch lines. The Progressives are for the branch lines. When is an economy not an economy? When it's progressive.

Mr. BEAUBIEN: Is the hon. member in favour of building the viaduct at Toronto at a cost of \$15,000,000?

Mr. CHURCH: Yes, I am in favour of building a viaduct at Toronto, and I will tell the hon. member why his estimate is wrong. They have a contract for the building of the viaduct in Toronto. In fact, I was just coming to that when the hon. gentleman interrupted me. The city of Toronto through its harbour board has expended \$21,000,000 of the taxpayers' money on the basis of a contract made by this railway, yet they have money to throw away on such things as a skyscraper at King and Yonge streets, a non-

essential, the Scribe hotel, and so on. They can do things like that, but they cannot carry out a contract made in 1913, with a city which has always kept faith with this government. I want to say to the hon. member that the government could not spend so much post office money in his riding were it not for the fact that out of the \$29,000,000 collected from all post offices in Canada, \$6,000,000 comes from Toronto.

Mr. BEAUBIEN: I may inform the hon. member that we really have no post office building; we have but a shack that is used for that purpose.

Mr. CHURCH: If you have not a post office then you will get a branch railway for the asking and if you do not get a branch railway it will not be Sir Henry Thornton's fault. Of \$259,000,000 collected from the customs throughout Canada \$60,000,000 of it or 24 per cent comes from Toronto. Yet we cannot get a post office there; we cannot get a customs house, not even a shack; we cannot get proper pay for our postal officials; we cannot get a viaduct which this government through the Grand Trunk Railway contracted to build. We cannot get anything for the citizens of Toronto. The government only pays one-third the cost of the viaduct, \$8,000,000 or \$9,000,000, and the receipts at Toronto will pay for it ten fold.

Now, is this the time to build this system of railways? I say, no; it will be no loss if we wait for one, two or three years until industrial conditions readjust themselves, until the money market is better and the Canadian National Railways are given a chance to balance better their budget. They are behind sixty or seventy millions at the present time, and that deficit has to be put into the tax rate of this country. That is the cause of the sales tax and income tax; that is why we are still paying war taxes to help railways and we are going to build these branch lines out of war taxes. The people have a heavy burden of debt, and if there is not some retrenchment in the public expenditure, industry and manufacturing will be driven out of Canada.

To the hon. member who spoke a moment ago I may say that there is only one city I know of in Canada that has balanced its budget, and that is the city of Toronto. Of \$112,000,000 collected in Toronto only \$1,000,000 went back to the city, so that the budget is balanced by the \$111,000,000. That \$111,000,000 would probably take care of some of the branch lines. One of the things condemned by the Drayton-Acworth report was the useless duplication and waste in connection