

and attention to them. If I have correctly understood the amendments which the hon. gentleman has just read, they certainly do remove the objection which I had to the bill as it stood before. It was objectionable as it first came in.

Hon. Mr. FERGUSON—May I ask the hon. gentleman in charge of this bill how the cost of the railways which exceed \$15,000 is to be ascertained?

Hon. Mr. SCOTT—The government engineer is to inquire into it.

Hon. Mr. FERGUSON—Is that in the bill?

Hon. Mr. SCOTT—Yes, I think it is. The actual cost has to be ascertained.

Hon. Mr. MACDONALD (P.E.I.)—I should like to ask the hon. Secretary of State if there is a provision in this bill which I have seen referred to as being a very desirable one to put into bills of this nature, providing that if the government require at any time to take over one of these railroads, the subsidy which was paid by the government would be taken into consideration in payment for the road? Is there such a provision in this bill?

Hon. Mr. SCOTT—No, I think not. I have never known that to be in a bill.

Hon. Mr. MACDONALD (P.E.I.)—It would be a very proper precaution to take, I think, in granting bonuses of this kind to railroads. Not having seen a copy of the bill, and knowing very little about it, I should like to ascertain whether there is a vote there of \$114,270 for the Pontiac Pacific Junction Railway Company for 85 miles of road.

Hon. Mr. SCOTT—Yes, I think that is in.

Hon. Mr. MACDONALD (P.E.I.)—And is there a vote to the Grand Trunk for a subsidy towards the building of the enlargement of the Victoria bridge at Montreal—fifteen per cent on the amount expended, \$300,000.

Hon. Mr. SCOTT—Yes, that is in.

Hon. Mr. MACDONALD (P.E.I.)—We have these explanations in a round about

way, and a good deal of information which it would be desirable for us to have, we have to take on trust, not having a copy of the bill before us and knowing nothing of the various amounts it is proposed to grant under this bill. On some other occasions similar bills have been brought down very late in the session, and these objections were taken against them. I thought with a change in the administration that all these little matters, which those in opposition had occasion to find fault with in other years, would have been amended, but it is the same now as it was before. I had occasion once, when I was present near the close of the session before, to urge the same objection against votes of this kind, and I believe one or two of us here present on that occasion voted against the bill altogether, and I hope this will be the last time that similar bills will come in at such a late period of the session.

Hon. Sir MACKENZIE BOWELL—Before the motion is carried, I want to put on record my protest against the further subsidizing of railways in the manner in which they are presented to us here to-night. In the past, hon. gentlemen opposite could find no language strong enough to denounce the policy of subsidizing railways in different parts of the country; now, they are proposing to extend that principle. I was in hopes, after reading a very able article a few months ago in the columns of the leading organ of the gentlemen who now rule the destinies of this country, that the system, as it has been in vogue for a number of years, was going to cease. The bad effects that it pointed out, if correct, which have justified the present government in putting a stop to these subsidies, until the revenues of the country at least, would have warranted further expenditure. When the late government first adopted the system of subsidizing railways, it was out of surplus revenues, and it is well known that in countries where there is self-government, the principle is that just as soon as the revenues of the country exceed the annual requirements, the taxation should be reduced. In England we know that is done almost every year, but their system of levying taxes is so different from that which prevails in this country, that that system could not well be adopted in Canada, because it would be disarranging the whole tariff regulations and the whole fiscal policy of