

What does this mean? That the hon. gentleman, after declaring that hereafter they should have five days to consider every Order in Council, declared by his votes, that he did not need five days in which to consider Orders in Council at all—that is, after voting for every one of these resolutions and ratifying every Order in Council, then he comes down and says: "We want five days in which to consider any other Order in Council;" and with these votes ten times repeated on the Journals of the Ontario Legislature, the hon. gentlemen gets up here and censures the leader of the Opposition for bringing in resolutions without one consideration.

It being Six o'clock, the Speaker left the Chair.

After Recess.

Mr. ROSS. I complained, in my opening remarks, that the hon. Minister of Railways, in asking the House to vote the large sum of \$2,138,000 as subsidies to railroads in different parts of the Dominion, did not furnish us with the necessary information on which to form a judgment as to the propriety of the subsidies which we are asked to give, and of the course which the hon. Minister asks the House to take. I think that I had just ground for making this complaint. The hon. Minister understands that it is no small matter in the face of the large expenditure which is already imposed upon us as a Dominion, to ask us to subsidize railroads to the extent of \$2,000,000 more. He is no doubt aware that the expenditure of the Dominion is rapidly increasing—that it has risen nearly \$1,000,000 in the last five years; and that every subsidy which we are asked to vote to a railroad, and every expenditure which we are asked to make, are adding to these burdens. I think that my complaint was well founded. We have, however, in the speech of the hon. gentleman a few hints as to why some of these railroads in this list should be subsidized. He tells us that he thinks that the House will be justified in subsidizing the Baie des Chaleurs Railroad to the extent of \$320,000, and the Caraquet Railway Company to the extent of \$115,200, because it will furnish the fishermen of the Eastern coasts of the Dominion better facilities for sending fish to the Western market. It is a new thing, I think, in the history of Canada, for us to build 136 miles of railway at a subsidized expense of \$435,200 for this purpose; these fishermen have ample facilities for sending their fish to the Western markets as things now are. If this was a country into which no railway had ever entered, and it had no facilities at all whereby the fishermen on the Eastern coast could reach the Western market, and the markets in the different parts of the Dominion, then I, as readily as any other person, would most gladly assist the Government in providing every facility for these men, in order that those engaged in that industry might receive the best reward possible for their labor. But, Sir, we have the Intercolonial Railway. Does the hon. gentleman say that the Intercolonial Railway is inadequate to the task? We have built that road at an expense of \$39,000,000; that road certainly furnishes ample facilities, it makes the best possible connection with all the railroads of the Dominion, and it is thoroughly equal to the task of carrying the produce of the sea to the western markets of the Dominion. Besides, we have in summer the water facilities necessary for that trade, so that I think the argument of the hon. gentleman in respect to this railway is rather far fetched. Having disposed of the objection which he supposed might be raised to the subsidizing of that road, the hon. gentleman proceeds to discuss the propriety of subsidizing the Gatineau Railway. His reasons are new ones. He has discovered that up in the valley of the Gatineau there is a vast tract of fertile land hitherto undeveloped. There may be some truth in that statement. Ottawa county is one of the largest in the Dominion,

though its population is somewhat sparse—a state of things which would undoubtedly be one of the best arguments for the construction of a railway. But I contend, Sir, that this is a purely local work, that it has no claim upon the Dominion Exchequer at all. There is a company already organised for the construction of that road. Has the hon. gentleman informed the House that that company is unequal to the task of developing that country? That its resources have all been exhausted. What peculiar emergency has arisen which renders it necessary that this road should be subsidized? I fear—and I must speak my mind frankly—that there are other reasons besides the hon. gentleman's desire to develop the resources of that fine country. The land may be fertile, but are there not other reasons at the back of all this? Is he prepared to say that that railway is not to be built there for the encouragement of other industries as well as the agricultural industries. Does he not know that one of his strongest supporters is vice-president of that road, that an old supporter is president, and that there are political interests which the hon. gentleman is just as anxious to cultivate as the agricultural interest of that county: Besides, if he could give us a Dominion reason, a general reason for the construction of that road, we would sink all these political distinctions on a question of this kind; but whatever reasons apply to the construction of the Gatineau Valley Railway will apply with equal force to the construction of any road similarly situated in the Province of Quebec; and I think he would find from Montreal to Quebec numerous instances in which claims might be made quite as strong—if political influences are equally strong—as any claims which this road may have upon him. Then he proposes to subsidize a road called the American and European, the particular portion to be subsidized being on the Island of Cape Breton. I think it would be only fair that our Western Provinces should be equally loyal in the development of the Eastern part of Canada as the representatives of the Maritime Provinces have been in the development of the Western Provinces; particularly as every effort for the development of the great North-West has received a hearty support from these representatives. Our great trans-continental railway has received from them an almost undivided support from its inception. But this is not a trans-continental railway; it is a local railway. If it were necessary, in the interest of the Dominion, if it were like the Canadian Pacific Railway intended to bind the different Provinces together and afford facilities for intercourse between them my objections would be immediately removed. Indeed if that were its purpose it should be more liberally subsidized than it is. But this is practically a local railway through the Island of Cape Breton with an area of 748,000 acres and a population of something like 31,000 souls.

An hon. MEMBER. That is only one county, and there are three more.

Mr. ROSS (Middlesex). I am glad the hon. gentleman has put me right; but let us say the Island is four times as large as I stated, and has a population of 96,000. The hon. Minister of Railways used a different argument with regard to this road from the argument he used with regard to the others. He said this was to be the eastern portion of a great railway which is going to shorten the distance from Montreal to the sea, and also shorten proportionately the distance to Liverpool. At first sight that argument seems to be a pretty strong one, as it is very desirable that we should place ourselves in connection with the Old Country by the shortest possible route—that being the argument which was used here a few years ago when it was proposed to construct a railroad on to Newfoundland, with various ferriages. But in proposing to build this road he is proposing to carry out a policy which is adverse to the interests of the Intercolonial, which was built by the people of this country at a very large