

Hon. Mr. ROSS (Middlesex)—And we followed the same practice for a good many years.

Hon. Sir MACKENZIE BOWELL—As my hon. friend says, the Liberal party pursued the same policy afterwards for a number of years. It is a great pity that the same policy was not adopted by the late Dominion government and also by the present government at Ottawa, but it is quite evident to my mind that no matter what the professions of the Liberal party may be, they are not reformed. If they have any desire to be reformers, they should drop the practices which they condemned before they came into power themselves. We have learned the evil of the system of indiscriminate grants of subsidies to railway projects, and experience ought to teach the hon. Secretary of State and his party to do better. Next year, however, if we live to see it, we shall find this evil repeated, even though the parties have failed to make preliminary surveys for the work.

Hon. Mr. LANDRY—What amount is paid per mile to these railways?

Hon. Mr. SCOTT—Towards construction \$3,200, and if it exceeds \$15,000 per mile, 50 per cent on the excess of cost over the \$15,000, but not to exceed in the whole, \$6,400.

Hon. Mr. LANDRY—How many miles of railways are subsidized altogether?

Hon. Mr. SCOTT—I could not say. Some of these votes have appeared in the subsidy lists a number of times. When subsidies are sought, they tell us that they expect to have the money to begin operations.

Hon. Mr. LANDRY—That is not an answer to my question. There are revotes of subsidies; how many miles of railway are covered by the revotes?

Hon. Mr. SCOTT—I have not the figures here. I have never known such information to be called for from a member of the government here.

Hon. Mr. LANDRY—I can tell the hon. member.

Hon. Mr. SCOTT—I shall be very glad to get the information. I have not the same time and industry that the hon. senator from Stadacona has to make it up.

Hon. Mr. LANDRY—A revote is asked for twenty-six railways with a total mileage of 1,681.7 at \$3,200 a mile, which makes a total of \$5,381,440. Then there are 2,228.55 miles of new road which at the minimum subsidy, namely \$3,200 per mile, comes to \$7,131,360, making a total, at the lowest calculation, of \$12,512,800.

Hon. Mr. FERGUSON—You may add 50 per cent for the sliding scale.

Hon. Mr. LANDRY—Yes, at least, because the sliding scale may force the government to pay more than 50 per cent.

Hon. Mr. FERGUSON—At 50 per cent you have a total of about \$19,000,000.

Hon. Mr. LANDRY—Yes, and it may go up to over \$25,000,000. Then there are a number of bridges.

Hon. Mr. SCOTT—The ordinary advance on a bridge is 15 per cent of the cost, but there are several cases where there are specific sums.

Hon. Mr. LANDRY—The railway bridge and approaches over the Nicolet river will be aided to the extent of \$15,000. Then the Canadian Pacific Railway are to receive in aid of the construction of the bridge over the Saskatchewan river at Edmonton an amount not exceeding \$100,000. The Quebec, Montreal and Southern Railway Company are to get \$75,000 for three bridges. Then we come to an item to which I should call special attention.

4. To the Atlantic, Quebec and Western Railway Company, towards the construction and completion of the 26 railway bridges on its line of railway from Paspébiac to Gaspé, payable upon the completion of the said line of railway between the said points, \$250,000.

These bridges are already built.

Hon. Sir MACKENZIE BOWELL—It is to pay the debts, I suppose?

Hon. Mr. LANDRY—That is the share of the Postmaster General. Then the Interprovincial Railway Bridge Company of New Brunswick is to get \$160,000 for the construction of a bridge over the Restigouche river. All this added together amounts to \$800,000, and that with the subsidies to the railways brings up the amount to \$24,000,000.