

which it has granted. The people of that county have not only very largely built railways for themselves, but they have contributed by taxation to the building of railways all through the Dominion, without having had any public money for railways expended there. I remember that the late First Minister stated to the gentlemen who waited upon him: "Are you prepared to show the Government the position you occupy in reference to these claims?" They were unable to lay all the necessary information before him, and for that reason he could hold out very little hope of any refund being made to them. Now, this matter has been before this House on several occasions. I had the honour of bringing it before the House the first time several years ago, when the Dominion had entered upon the policy of taking over local roads and making them roads of Dominion concern. The claims of these localities have since that time become so strong that justice demands that they should be satisfied in the near future. For instance, in the County of Grey there has never been a single public building erected, or a single dollar expended by the Government on railways. I believe it is the same with the County of Bruce as to railways, and I know that very little, if any, public money has been expended in North Wellington. But these sections have contributed largely to building local roads elsewhere, and I think the time has come when their claims should be considered. I am glad the hon. member has brought this question up again. When it was brought up last year the late First Minister told the hon. member for North Wellington that if the claims of those localities which appeared so strong were brought before the Government they would be considered this session. It is no answer to those claims to say that to satisfy them will involve a very large sum of money, and I do not think that objection will prevent the Government or the House from doing justice to those localities which are entitled to it. I am very glad to find that the question is still engaging the attention of Parliament, and I believe that the claims of localities such as that from which I come are so strong that the Government will be obliged at no distant day to look into them and settle them.

Mr. WATSON. While this question is before the House, I deem it my duty to call its attention to the claims of the county which I represent. That county has aided largely in the construction of a railway for opening up and developing a large section of the country, and I think that it has a strong claim for compensation for the money which it has expended. In 1873 and up to 1880 the main line of the Canadian Pacific Railway, as surveyed, was intended to run through the county I represent, along the route now taken by the Manitoba and North-Western Railway. In 1881 the line of the Canadian Pacific Railway was deflected south; consequently the people who went into that country from 1873 to 1881 were deprived of the advantage of having the road run through the district, according to promise. A local charter was obtained by the North-Western people for the construction of a road to accommodate the settlers, which had to be bonused by the various municipalities of the district with cash bonuses to the following amounts: Portage la Prairie, \$50,000; Westbourne, \$75,000; Shoal Lake, \$20,000; Birtle, \$40,000; Neepawa, \$17,000; Minnedosa, \$25,000; Rapid City,

\$10,000; and Birtle Town, \$12,000; amounting in all to \$249,000. Now, the expenditure of these moneys has benefited the Government to a great extent, because it had the effect of opening up a tract of country and securing the construction of a road which has increased the value of lands belonging to the Dominion. Therefore, I think the Government should, in all fairness, reimburse those municipalities in the amounts which they have expended in this way. No cash subsidy has been given to any railway in Manitoba, except to the main line of the Canadian Pacific Railway. It is true, some roads have received land grants; but large sums of money have been paid to assist local competing roads in the eastern provinces. About \$34,000,000 has been voted since 1882, of which I believe \$24,000,000 has been paid, while not one dollar in cash has been granted to any road in Manitoba. I think the municipalities I represent have a strong claim on the Government to be reimbursed for the expenditure they have made in building a road which was promised to be built for them previous to the settlement of the country.

Motion agreed to.

#### CLAIM OF DR. WALKER.

Mr. BAIN moved for:

Copies of Order in Council, correspondence, reports, statement of claims, receipts or accounts with or made by Dr. Walker, or on his behalf, or with or by any other person, respecting the Dundas and Waterloo Macadamized Road, since the close of the session of 1889.

He said: This is a matter that I have at intervals brought before the House during a long series of years. It was one of the questions between the Minister of Public Works and myself. The purchaser, after he realized that he could not acquire a title to the property, like any other man having an eye to his own interests, was not particularly anxious to expend any very large sum of money in keeping this road in repair; and at intervals I used to draw the attention of the Minister of Public Works to this question. But I am bound to say that the masterly inactivity he displayed was always too much for me; and if the Minister of Justice had not finally come to the rescue and declared that the work belonged to the Province of Ontario and not to the Dominion, I suppose we should have continued indefinitely to go over the whole difficulty. However, about the close of last year it was decreed, on investigation of the original papers, that the Dominion were not the proper owners of this property, and to-night I am only asking for the completion of the papers in connection with that road, from the time I brought it last before the House in 1889. I may say this, however, that the condition of the road was such that as soon as the winter frost broke up this season, the bottom, in two or three places, disappeared altogether, and the authorities were obliged to make temporary repairs to enable people to pass at all. Under these circumstances, I felt it was a matter of great interest to us to know as far as possible what amount of money the occupant acquired out of the road and what amount he claims he has expended on it. It is simply for this purpose I make the motion to-night, and will then say good-bye to my hon. friend the Minister on this question.

Sir HECTOR LANGEVIN. I am sorry the hon. gentleman parts from me in this way, as we have been