

resources the House would place at our disposal, because if the House declined to give us what we wanted, we would be obliged to make a wholly different disposition—either to propose less money for each railway, or to aid fewer railways; and therefore, it was impossible to tell what aid could be given until we knew what money we had. I say again, that no request was made for delay, and no demand for further information. I say I was prepared to accede to any request for further delay that might have been tendered, and no hon. member proposed any motion that this matter should be delayed for an hour; and last of all, the men who now raise this cry against me, and for ten years have raised it, of having unduly hastened the decision of the Legislature, are the same men who persistently insisted that the law and constitution of the country were properly served by their declining to allow the Legislature any power to interfere at all. They are the men who insisted that the fund should be at the disposal of the Executive, independent of the Legislature altogether. They are the men who passed a law declaring that the Legislature should have no control over it. They are the men who went to the country to sustain that proposition; they are the men who got beaten on that issue; and having got beaten upon it, now turn round as the vindicators of popular and Parliamentary rights.

Mr. ROSS (Middlesex). I am not anxious to discuss Ontario politics in the House, but I want to say a word or two in regard to a statement made by the hon. member for Lincoln (Mr. Rykert). He made the astounding statement a little while ago, that matters are not properly before the House until they are printed. As I understand Parliamentary procedure, when papers are laid on the Table they are in the possession of the House, and we have been obliged this Session over and over again to get such information as we could in that form, or do without it; but the hon. gentleman forgets that if there was any censure for the delay in printing, he was a member of the Printing Committee himself.

Mr. RYKERT. No; I was not present.

Mr. ROSS. Yes; and if there were any delay the hon. gentleman was responsible for his share in that delay. The hon. gentleman says he opposed every grant to railways. He is decidedly mistaken. Did he not support the hon. Sandfield Macdonald's resolutions in favor of aid to railways?

Mr. RYKERT. I am not sure about that.

Mr. ROSS. I am sure about it.

Mr. RYKERT. The *Globe* says differently.

Mr. ROSS. We are not now discussing the *Globe*, but the hon. member for Lincoln, and I will read from the Journals of the House to show how he voted. The hon. Sandfield Macdonald's resolutions were introduced the 3rd February, and on the 8th February Mr. Blake moved in amendment to the original motion that they be not passed without at the same time considering the settlement of the Municipal Loan Fund. On that amendment the first division on the Railway subsidy resolutions was taken, and the hon. member for Lincoln voted with the hon. Sandfield Macdonald in favor of the railway subsidy of \$1,500,000.

Mr. RYKERT. What is the motion?

Mr. ROSS. It is this:

"That the aid granted in the past by the late Province of Canada to railway enterprises, connecting with each of the great centres of population and trade, has been largely instrumental in increasing the development of the wealth and resources of this Province.

"That towards securing these desirable objects, it is expedient that the sum of ——— dollars be set apart from out of the Consolidated Fund of this Province and be designated the Railway Fund; and that railway companies shall be entitled to such aid until they shall furnish proof to the satisfaction of the Lieutenant-Governor in Council, that their railway charters authorizing the construction of a road ———"

Mr. BLAKE.

And so on. These are the railway resolutions appropriating \$1,500,000 for building railways in the Province of Ontario. Mr. Blake moved that they be not passed unless the municipal indebtedness be settled. Against this amendment Mr. Rykert voted, and on the 10th of February another amendment was moved by Mr. Blake when the resolutions were brought down:

"That all the words after 'that' in the report of the Committee be omitted, and the following words substituted therefor:—'The report be not now received, but that the said resolutions be referred back forthwith to a Committee of the whole House for the purpose of providing that the decision of the Government to grant aid to any railway company shall be subject to the ratification of the Legislative Assembly, so as not to have so large a sum of money as \$1,500,000 to be expended at the will of the Executive without a vote appropriating the same to particular works.'"

Mr. Rykert voted that \$1,500,000 be expended by the Executive without the ratification of the Legislative Assembly. On the same day another amendment was moved that no railway bonus be paid in the case where a bonus was heretofore voted by a municipality, in respect to the construction of the road through any part of such municipality, without its consent. Against that amendment Mr. Rykert also voted. A third amendment was moved:

"That the said report be not now received, but that the said resolutions be referred back forthwith to a Committee of the whole House, for the purpose of inserting a provision that any Order in Council, made under the powers proposed to be conferred by the said resolutions, shall be published in the next following issue of the *Ontario Gazette*."

Against that Mr. Rykert also voted. Thus, then, were four different votes taken, each asking amendments to the railway subsidies, and in those four the hon. member for Lincoln voted with the hon. Sandfield Macdonald in favor of the railway subsidies. When the railway subsidies were moved by Mr. Blake, when he was Premier of the Ontario Government, the hon. member for Lincoln voted for each one of them. Thus he first voted every amendment to the Bill down, and then, when the appropriations came up, he voted for every appropriation—first ratifying the Bill, then ratifying the appropriations. The hon. gentleman can reconcile those statements and facts with the statements of the *Globe* if he chooses, but I am now curious to see what course he will take. After voting ten times in the Ontario Legislature, and asking for information, some of which he had in his possession for three weeks, I want to know if he will vote for these without a word of information except the statement of the hon. Minister of Railways. If I do not mistake, the hon. gentleman will do it. I believe, in the Ontario Legislature, he wanted more light, because he was in the Opposition; but now, because he is a supporter of the Government, he wants no light, and is willing to go it blind.

Mr. RYKERT. I will vote for anything you will oppose. Motion to adjourn debate negatived.

Mr. GILLMOR. I cannot see what information can be given on this matter more than is contained in the resolution. There may have been correspondence between the companies and the Government in regard to this question. I find on my desk a pamphlet containing a map of the Great American and European Short Line Railway. I am aware that last year a memorial was being signed in this House asking for aid to this line. The gentlemen who were soliciting signatures to that did not press me to sign it, perhaps because they thought my views would not agree with theirs. That memorial was generally signed, and I was led to believe the Government had actually endorsed that scheme and intended to give what aid they could to that line as shown on this map. While I am not pleased that any of my friends should be disappointed, I am pleased, in the public interest, that the hon. Minister of Railways and his associates have not committed themselves to this