

in railway bonuses. In the first place, I believe that the county of Elgin and the city of St. Thomas took stock in the London and Port Stanley Railway to the amount of \$140,000, which amount they got pretty largely returned to them from the municipal loan of Ontario. They gave a large bonus to the Canada Southern Railway, and to the Credit Valley Railway, and having got these two roads they come here and ask that the House should repay them the money they expended in getting those advantages for their city and county. I remember passing through the city of St. Thomas, and though I came to the conclusion that the people deserve a great deal of credit for the assistance they gave these railways which had the effect of making St. Thomas a city, still I think they have already been well repaid for that expenditure. The mere fact that these two roads were declared to be roads for the general advantage of Canada is in my opinion no excuse for them asking the House to reimburse them for money they spent for their own advantage. I repeat that the people of that county deserve a great deal of credit for their enterprise, but I strongly object to the people whom I have the honor of representing in this House being asked to pay money to reimburse the county of Elgin for the advantages they have got. In fact, I think they have a good deal of, shall I say cheek, to ask that that money shall be repaid them. Why, Sir, the 162 municipalities which have aided railways want to have 591 other municipalities pay for improvements which they made. The hon. member for South Middlesex (Mr. Armstrong) said the other night that he thought there was something in my remarks until he analysed them, and he said that he was the agent of these people. Well, if the agents do not do what is right, if they squander the people's money, the agents themselves may be dismissed for not doing their duty. These hon. gentlemen are trying to make a political matter of this question. Where did it originate? First in the Local Government of Ontario, and next in the county of Oxford, and now they come to this House with a view of stirring up political feeling. The boundary question having been settled, they now want to raise another row. But they cannot raise a plea of that sort, because the people of Ontario will not be satisfied with relief to 162 municipalities until it reaches the other 591. The members for the county of Elgin think they have a special claim on the Dominion Government. Why, I was told the other night that I should not say anything on this question because I happened to live in the neighborhood of the Welland Canal, on which a large amount of public money was expended. It is true, there was a large expenditure there in the interest of the country; but if any man will look at the Public Accounts he will find that there has been a large amount of money expended for the benefit of the county of Elgin. I have a return showing the amount expended in the neighborhood of the County of Elgin, to enable the people there to take the products of their labor to market. Previous to Confederation there was expended \$310,537, and since Confederation \$258,574. in all \$569,111, over half a million dollars. Yet the hon. members from that county now complain; and because they happened to help themselves a little they want the rest of the country to reimburse them. Why, Sir, I can call this nothing but parish politics; and we had a whole day devoted to it the other day. The hon. member for West Elgin (Mr. Casey) found fault with this Government because he said they had taken away roads belonging to the Province of Ontario. But the people have got the roads, and they have got better service than they could have in any other way; they have three or four trains a day where they used to have only one. Sir, what do the people in the hon. gentleman's own county say about this matter? I see that the hon. member for West Elgin is not in his seat; but one of the papers of St. Thomas, in that county, the *St. Thomas Times*, says:

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"A word with regard to the Canada Southern. Mr. Casey saw fit the other day to make a demand on behalf of the county and city for a return by the Government of the amount of aid granted to that road. The return given is the same as that urged as to the other roads—that the Dominion has taken it over. We wonder if Mr. Casey, when urging this demand upon Sir John Macdonald's Government, recollected the time and manner of the Canada Southern's being taken over. His constituents will recognise the inconsistency of his position when we point out that the Canada Southern Railway was taken over in 1874 by the Mackenzie Government without a word of protest from Mr. Casey! Mr. Mackenzie himself brought in the Bill on the ground that as there were some bills for bridges connected with the road before Parliament, it was deemed advisable to assimilate the jurisdictions. Sir John Macdonald appears to have been the only one who raised any question as to the bill. Mr. Casey had nothing to say against it, and nothing has been said against it from that day to this, when Mr. Casey gets up to demand \$225,000 for this county and city from the Government for having passed the Bill brought in by his leader, Mr. Mackenzie, and supported by himself! Could inconsistency go farther?"

To prove that this is all true, I have the Act of Parliament here for taking over the road; but it is not necessary to read it, as it is admitted; and I ask, could inconsistency go further, when the hon. member for West Elgin comes before this House and urges it as a sin against this Government that it did what the Government he was supporting for five years itself did? Does the hon. gentleman think we have short memories? Any one listening to this discussion would imagine that the Province of Ontario was not in the Dominion of Canada at all. Why, Sir, the hon. member for West Elgin the other night said that we were giving bonuses to railroads that we had no more interest in than in building a railway to the moon.

Mr. MILLS. Hear, hear.

Mr. McCALLUM. Well, I often think, from the actions of hon. gentlemen opposite, in trying to belittle the country in every way and to make out that it is poverty stricken, that some of them are moonstruck, and I am more convinced of it now than ever when the hon. member for Bothwell (Mr. Mills) says "hear, hear" in approval of that. Another gentleman on that side of the House got up and said that we had as much right to ask a bonus from the State of Maine to build a railway through this country. The hon. member for West Elgin says that we pay in full for this road from here to Montreal. We only pay \$12,000 a mile. Suppose the Canadian Pacific Railway had stopped at Callander, what good would it be to this country? Is it not necessary that it should reach tide water, and that the whole line from the Atlantic to the Pacific should be under the control of one company? If we paid \$12,000 a mile in order to get a through line to tide water, I think it is nothing more than we ought to do. The hon. member for East Elgin (Mr. Wilson), I must say, is a little more consistent than the hon. member for West Elgin. I had the honor of having a seat with that gentleman in the Legislature of Ontario, when that Government, which the hon. member for Lambton the other night said was the best Government under the sun, commenced to bonus railways, in order to make political capital, and in order, if it is parliamentary to say so, to buy up the members of that day. But to the honor of the hon. member for East Elgin be it said, he did not support his leader in that course. He voted against him on every occasion except when there was a vote of want of confidence, and I believe he voted against him sometimes then. Now, the Government of Ontario have spent their money and are face to face with direct taxation, and they come down and ask this Government to reimburse them. They talk about party politics. Why, Sir, the very expenditure of public money on railways in the Province of Ontario which was commenced when the leader of the Opposition came into power there, was in the interest of party politics. Any man who looks at the Journals of that House of that day, will find that he turned out Sandfield Macdonald's Government by a majority of one, and in less than two weeks he turned that majority into a majority of twenty-five.