

Hon. Mr. KERR—Has that enactment been made? It is not only a preamble?

Hon. Mr. LOUGHEED—I have not said so. I must say my attention has not been directed to that. It simply provides that it is a work of national and not merely provincial utility.

Rt. Hon. Sir RICHARD CARTWRIGHT—In that case the logical inference is clear that it should be brought under the Railway Commission.

Hon. Mr. LOUGHEED—That would involve a mutual arrangement between the two governments. It would be scarcely proper for this government to seek to forcibly bring that railway, which is peculiarly a provincial undertaking, operated by the provincial government, under the Dominion Act. In fact the government could not do it without the consent of Ontario.

Rt. Hon. Sir RICHARD CARTWRIGHT—If you call it a national work of national importance, it should surely come under the Railway Commission.

Hon. Mr. JAFFRAY—As I have had something to do with this railway and know something about it, I take the liberty of saying a few words in regard to it. In the first place, this road is already constructed. It is a paying road and has already demonstrated that the outlay will make a return to the government for all that has been spent upon it. If the road were to be put into the market now to be disposed of, I believe the government could make a very handsome profit in turning it over to the different railways who would be only too glad to get it. In the first place this road was really constructed, or laid out, as a road for developing the country and improving the condition of settlement in that country.

Hon. Mr. WATSON—A colonization road.

Hon. Mr. JAFFRAY—Instead of that they have been charging rates that have been very much complained of and very unsatisfactory to those who are on the road, and it is not, I consider, really answering the purpose. If it had I think

there would be more justification for this grant. The only reason given for the grant is that several provinces having received other grants Ontario should not be left out. I think this is the worst reason that can be given because the whole system is vicious, and calculated to bring us into a great deal of trouble, both at the present time and in the future. We seem to think that because we have an overflowing treasury there is no end to the amount we may squander—I could not use any milder word in describing the aid given to the provinces. I regret exceedingly that the reason given is altogether indefensible.

Hon. Mr. EDWARDS—I certainly am not here, nor was I in the Commons, a hair-splitter, by any manner of means, but this goes far beyond anything of that kind. I voted for the small grant to Prince Edward Island. The plea of pauperism had been set up in regard to that province; a disgraceful plea for any province of the Dominion to make, but, on the strength of the plea that was made in that respect, and in consequence of the speech of one of my hon. friends who sat opposite, I yielded and voted for it. Here is a vote which affects my own province of Ontario, which cannot be regarded as in a pauper condition. Ontario is able to take care of its own affairs, and if this vote is clearly unnecessary for Ontario, it is an improper vote and I cannot support it. Regarding the other provinces certain pleas were set up, and gentlemen who represent these provinces are ready to explain them, but I, as an Ontario man, would feel disgraced if Ontario accepts this vote. What is the nature of the railway? It is owned by Ontario, not by any railway company, but is a provincial road belonging to the richest province in the Dominion of Canada, and it comes to this parliament and asks for assistance of this nature. I think every man in Ontario ought to be ashamed of such action. Ontario requires nothing of the kind. There is a broad feeling in the country against bonusing even independent railway companies. I for one have never been able to come to that conclusion in this sparsely settled country. I have always believed up to the present,