

country far beyond the amount of money you abstract from the pockets of the people for railway construction. These are matters that ought to be seriously considered by the House. I do not think that the available wealth of this country is an unlimited quantity; I do not think you can go on taking \$80,000 a year for this enterprise, and \$80,000 for another, and \$80,000 for a third, as you are proposing to do, without seriously affecting the revenue and seriously embarrassing the population of the country. Look at what you have spent already in the North-West. You are paying, and are likely to pay for all time to come, \$1,000,000, or \$1,200,000 a year for the extinguishment of the Indian title. That represents \$25,000,000, and you have more than twice that sum expended already east of the Rocky Mountains upon railway construction. What have you by way of compensation for this large sum of money? You have simply transferred from the older provinces, if you take into consideration the diminution in the value of real estate, a far larger sum than the \$75,000,000 or \$100,000,000 you spent in Manitoba or in the North-West Territories. It does seem to me that it is worthy of the serious consideration of the population of Ontario and Quebec how far they are going to continue this system, and when they are going to call a halt. I think that the Minister who has proposed these resolutions ought to tell us whether he proposes that any payment shall be made to the railway company until this portion of the road which is being subsidized is wholly built, whether he proposes any limitation in time, or whether he proposes to continue this railway as an obstacle to private enterprise for all time to come. I think that the House is entitled to know this, and that it is also entitled to know all about the terms of the payment, while it is discussing this resolution. If we get this information we will be able to consider fully the scheme when the hon. gentleman brings down his Bill. We see two proposed routes on the map which is laid on the Table of the House. Can this company run its line where it pleases; can it go where there are no settlements if it pleases; or, can it not go through the settlement if it pleases? I am disposed to support the plan of free railway construction, but it is to be a plan of free railway construction when the companies receive little or no subsidies. When you propose to give a large subvention to a company, it seems to me you ought to have some voice in saying where the road is to go; but you do not say that in this case. We have no scheme submitted in connection with this railway, except that the road is to begin at Winnipeg and point somewhere north and west, supposing that it is not to point in an easterly direction simply because there is a large body of water standing in the way.

Mr. SEMPLE. I desire to say a few words upon this very important question. It was stated by the Minister of Finance, the other evening, that he intended to follow a policy of economy, and as far as I know I think that the gentlemen on this side of the House will do the best they can to support him in that if he does not go to an extreme. The question now before us is this: We are asked to vote to-night an amount which when capitalized is \$2,000,000. If we were asked for a large grant of land there might be very little objection, because we know that during the last few years

Mr. MILLS (Bothwell).

the amount received for land in the North-West has not been equal to the amount paid out in expenses of agents and charges to capital account for surveys and other matters. Therefore, if we were asked for a large grant of land there might be no objection, but when it comes to a large sum of hard cash at the present time, when we were expecting a policy of economy, it is something we do not care very much about. Now, Sir, it will be remembered that a few weeks ago a large deputation from various counties in Ontario which had granted bonuses to railways waited upon the late Premier and the hon. Minister of Finance, and were accorded a respectful hearing. The claims they made aggregated about \$6,000,000. I suppose that if they had received half that sum in hard cash they would have been satisfied. They were told, however, that the matter would have to be decided by Parliament, and that it was doubtful what the other portions of the Dominion would say if that large amount were granted as an act of justice to those counties in Ontario. That was very little encouragement. The people of those counties had spent largely to supply themselves with railways; they are now subjecting themselves to direct taxation on account of those grants, and they have received no return from this Government. But although there was no money for meeting that just claim, it is proposed now to grant \$2,000,000 to this railway in an entirely new country. Now, Sir, it is often said that the Canadian Pacific Railway is a great railway. There is no doubt that it cost a great deal of money, and the worst of it is that the portion of Canada which contributed the most has received the least advantage from that railway. We had the statement made by the hon. member for Centre Toronto (Mr. Cockburn) the other evening that the Province of Ontario contributed more than half of all the revenue of the country; therefore, out of the \$62,000,000 granted to the Canadian Pacific Railway, Ontario has paid \$31,000,000; and what has the effect been on the Province of Ontario? That our farmers have realized less every year, that their farms have been reduced in value, and their taxes increased. I hold in my hand a blue-book issued by the Dominion Government, in which there is some very interesting reading; it is the Railway Statistics of Canada for 1889. From this we learn what has been granted by the Dominion, the provinces and the municipalities for railways. The Dominion has expended for railway bonuses \$145,445,322. The Ontario Government has expended \$6,097,007, and the municipalities \$10,344,541, making altogether \$16,441,548. The people of Ontario, when they wanted railways, put their hands into their pockets and built them, and they are now paying heavy taxation for them. Then we find that the Province of Quebec has been very liberal in its expenditure on railways. The Government spent \$13,177,453, and the municipalities \$4,253,274, making together no less a sum than \$17,430,727. The Premier of that province, who is so popular, has gone to the markets of the world to borrow money; and it is strange to see the very persons who helped to create this expenditure decrying his Government, so that he may fail in obtaining a loan. Under these circumstances, do you think the people of that province will be willing to increase their burdens by granting this large sum of money to the Hudson Bay Railway? The hon. member for East Simcoe (Mr. Spohn),