

and a great many other railways, and they say that could not have been done without money; but to the extent we have aided these railways, to that extent we have added to our public debt and to our taxes, and we are not reducing our debt, but are continually borrowing to pay the interest. Why should we go on making appropriations to build railways in this reckless manner? Why should the Senate, which is claimed to be an independent body, consent to pass measures of this kind without having an opportunity to discuss the merits of each case, and without having the Bill laid before us in good time in order that we might do so? I would be willing myself, rather than see this Bill passed, and appropriations made for \$3,000,000, to go with my hon. friend who opened the debate on the question, and vote against the whole of them. At the same time, I admit there may be some of the appropriations that we ought not to throw out. In the section that I come from, near Toronto, we are not given a single dollar. Even if we were getting part of the ham I do not know that we should shield the party who stole it.

HON. MR. ABBOTT—In answer to my hon. friend, I regret that I cannot give him all the details that he would desire. I have not enquired into the details on this occasion, because this is not a new vote. This is a vote which the Senate passed two years ago.

HON. MR. PAQUET—Four years ago. It was passed in 1886.

HON. MR. ABBOTT—I knew it was a vote which the House had already passed, and I did not suppose that hon. gentlemen would call upon me to give explanations in detail of a vote which had already received their approval.

HON. MR. VIDAL—The grant the hon. gentlemen from Markham refers to is for a road going to Ingersoll, but they found it necessary to commence further east, at Woodstock. It is the same road, but they cannot draw the money until they reach Chatham.

HON. MR. POWER—If they have two roads, what do they want with a third?

HON. MR. REESOR—They have two roads now, the Canadian Pacific, and the—

HON. MR. VIDAL—It is the same one. They want to extend the Canadian Pacific Railway to Woodstock, but they cannot touch the subsidy until they complete their road to Chatham.

HON. MR. ABBOTT—I do not propose to make a speech, or detain the House at this late hour of the evening, but I would like to say a word or two in reply to the volume of censure that has been hurled at the Government by almost every gentleman who has spoken. Now, there have been subsidies granted by this House for certainly the last five years, and I find that the subsidies now under consideration have been brought to this House two days earlier than they have ever been brought to the Senate any Session during the last five years. Since I have been in this House there has never been any discussion on such Bills at all, whereas there is now ample time for discussion if hon. gentlemen choose, so that in point of time I do not see that the Government are so very censurable when they are doing their best to improve upon the practice which is distasteful to hon. gentlemen, and which is objectionable, and ought to be avoided as much as possible. Hon. gentlemen propose that we should get these subsidy Bills sent down to this House at an early period of the Session. Can they tell me how that can be done? The Government do not pass the subsidies. The House of Commons pass the subsidies, and the Government do not know until the House has got fairly into session what subsidies are demanded of them. When they do know, in pursuance of the principle which my hon. friend opposite expounded to us so eloquently a few moments ago, they have got to consider all the applications that are made to them, weigh them, consider them, select those that are deserving, and reject those that are not deserving. My hon. friend does not deny that they do that, but he applies to their actions in that respect a motive in which we, or at all events hon. gentlemen who have confidence in the Government, are unable to agree with him. The hon. gentleman says that the only motive which the Government studies—the only motive which inspires them in granting the various subsidies—is the desire to give a subsidy to the strongest supporter—to put it where it will do the most good. My