

the dark side of a question. I am not like an old gentleman who lived in Ogdensburgh who never could be induced to go on the ice in winter, even if it were 3 feet thick, for fear he would drown. I believe in going ahead and spending money in trying to get settlers into the country, and the more settlers we induce to come into the country the sooner we will become a great nation. I believe that if the Government intend to give subsidies another year it would be well to let it be known early in the season, so that those who expect subsidies should put in their application within one month of the meeting of Parliament or no subsidies would be granted; then it would be giving us an opportunity of looking into the merits of each case. The prosperity of our country depends on our doing everything possible to induce settlers to come to it, and we cannot induce them to settle here unless we give them roads by which they can get into the back country. Too much has been given to competing roads. Competition is a very good thing, as far as it goes, with the Grand Trunk Railway, and this road I speak of from Belleville back will bring us in line with the Canadian Pacific Railway running from Toronto to Ottawa, and give to Belleville a double chance to go either one way or the other. Competition, in my opinion, is the life of trade. I do not believe in combines; I believe in competition, and consequently if we can succeed in building this road it will be a great benefit to the county of Hastings and to the country north of us. I can furnish, within thirty miles of Belleville, all the iron, marble and actinolite that would be used in the next fifty years. We could build up our iron industries, and instead of having to grant bonuses of \$2 a ton to any one who will manufacture iron, it would only be a short time when we would have iron works, not only in Belleville but in other places, that would supply all the iron that is needed in this country. The more we can manufacture and the more we can sell the less we will have to purchase abroad, and I do not see why we should not encourage iron manufactures. By that means, not only can we supply our own country, but help to supply others. I can assure hon. gentlemen that I know of iron within 80 miles of Belleville that is declared by manufacturers to be superior to anything they can

get in the United States for the manufacture of mowing machine knives. It would yield 85 per cent. of pure iron, and all we want is a railway to get it out. Taking our country all through, from ocean to ocean, there is everything to induce us to open it up as rapidly as we can. There will be a time in the early history of the country, though I do not expect to see it myself, when we can compete fairly with our neighbors as to population. We have one advantage over them: we have no cyclone or floods that cause so much damage in the neighboring Republic. We are fortunately situated in that respect, and I know that there are a great many who have gone from the part of the country where I live to the United States, who, if they could only get enough to bring them back to Canada, would be glad to get home again. I trust therefore that there will be no division on this matter, but after it has been ventilated it will pass the House, and then the Government will see, another season, that if there is any subsidy to be granted there will be none given, except to those that are really going to be of vast importance to the country.

HON. MR. POWER—I did not propose to say anything about this Bill, but I feel that it would be to a certain extent disrespectful to the Government to allow so important a measure to pass without at least showing to it the courtesy of a little criticism. This Bill is the latest development of a policy which was entered upon in the year 1882. Hon. gentlemen will perhaps remember that there was an election in that year, and that Sir Charles Tupper was Minister of Railways. Every one who knows that hon. gentleman is aware that he is particularly skilful in devising means of carrying elections. That year the Railway Bill helped to carry a great many elections. Previous to that time we had acted on the theory—in accordance with the provision of the British North America Act—that the Dominion Parliament should deal only with railways which extended from one Province into another, or which extended from Canada into a foreign country. That year the principle was introduced that any railway which connected with a line of that sort was a work for the general benefit of Canada, and was a proper subject for the