

AID TO TIMISKAMING AND NORTHERN ONTARIO RAILWAY—*Con.**Laurier, Rt. Hon. Sir Wilfrid—Con.*

tion. If made a national road will support the subsidy, 6429. If this is a corporation road, it will be treated as all other railways have been treated. The preamble, 6430. The basis of the present legislation, Mr. Matheson's letter, 6431. The resolutions in 1884. The province had built a railway, sold it at a loss to the Canadian Pacific railway, the vote was to reimburse her. Mr. Blake's amendment, 6432. No value for that resolution. It was just as true in 1912 as it was in 1884. If treated as a corporation provide that it come under the jurisdiction of the parliament of Canada, 6433. The position of the government altogether illogical, 6434.

Macdonald, E. M. (Pictou)—6406.

We are making a precedent. This is not in aid of construction, but after the railway has been built, 6406. The minister absolutely refuses to aid the construction of needed railways in Nova Scotia, 6407. He is laying down some very practical doctrines. Will watch with interest the developments of the future, 6409. He said he wanted information. Whether the road would pay or not, 6410. Then on account of some imaginary condition as to the cost, the minister strikes this out of the resolution altogether, 6411. What was the attitude of Mr. Sutherland and his friends when Sir George Ross proposed to build the road? 6412. Would not have intruded again but for Mr. Northrup's reference to Nova Scotia. His statement of facts widely different from what occurred, 6439. The enterprise without this aid from the federal government was impossible to be operated, 6440. Can himself remember speeches of Sir James Whitney in which he ridiculed the proposition of building a railway to this land of the stunted poplar, 6441. Very amusing to see how these gentlemen take credit for the fact that gold and silver were found at Cobalt, 6442. A precedent of giving a direct grant to a railway over which there can be no future control, 6443.

McKenzie, D. D. (Cape Breton North)—6423.

Is not to be debarred from doing his duty by the conduct of gentlemen opposite, 6423. When the Crown undertakes to give to itself, there is a striking difference between that and a corporation coming to the government for money, 6424. A private railway corporation would have to submit to every condition the government imposed, 6425. The gentlemen opposite would feel better if a clean-cut case were made out, which they could defend before their constituents, 6426. There are no greater pioneers in Canada than can be found in Nova Scotia, 6427. Treat the province of Ontario exactly on the same lines as a private corporation, 6428.

AID TO TIMISKAMING AND NORTHERN ONTARIO RAILWAY—*Con.**Northrup, W. B. (East Hastings)—6434.*

Only two possible views can be taken of the question now before the House. The province of Ontario is not a poor province, 6434. Reviews the vote in 1901 of \$670,000 to the province of Nova Scotia, 6435. The grant in 1889 of \$21,000 for seven miles of road in his county. They gave it under fraud, 6436. The province of Ontario applied for this subsidy when they were beginning to build the road, 6437. The province must stand in the same position as a private corporation as to rights it would have in appealing to the Dominion, 6438. No serious ground advanced to refuse the aid, 6439.

Sinclair, J. H. (Guysborough)—6418.

What the road made in 1909 and 1910. This road is a very profitable venture indeed. The minister refused to build a branch line in his county, 6418. The late government made no difference because of the fact that the county of Halifax was represented by Conservatives, 6419. To him that hath a political pull shall be given, and from him that hath not under this Administration shall be taken away that which he hath, 6420.

Sutherland, D. (South Oxford)—6412.

This is merely an act of justice to the province of Ontario. It cannot be regarded as a gift, 6412. They have opened up a country that the opposition absolutely overlooked in their policy of colonization, 6413. Ontario has been altogether too modest during this session and in former sessions. Her railway bonuses, 6414. It is an act of tardy justice to the province, justice that should have been meted out years ago, 6415. During the last two years a re-survey has been made and a great deal reconstructed, 6444.

White, G. V. (North Renfrew)—6422.

The late government never made any appropriation for building the Georgian Bay canal, 6422. They put a million in the estimates for the Newmarket canal, but not a cent for the Georgian Bay canal, 6423.

ALBERTA GREAT WATERWAYS.

*Inquiry—Hon. F. Oliver, 1575.**Doherty, Hon. C. J. (Minister of Justice)—1575.*

Decided to leave the Act to such operation as it has had under its terms, 1575.

Oliver, Hon. Frank (Edmonton)—1575.

Asks if any decision has been reached as to disallowing the Act, 1575.

ALBERTA, PEACE RIVER AND EASTERN RAILWAY.

Bill No. 121, taken in committee—Mr. J. L. Chabot, 5942.