

aid given it amounts to. We are given an idea of this in the speech delivered by the Minister of Railways last Session :

"Nor need I remind the House that in the carrying out of this great work of an inter-oceanic railway, we have provided for the rapid construction of no less than 650 miles of road from Port Arthur to Callander, involving the expenditure within the Province of Ontario of over \$20,000,000 in connection with the construction of the Canadian Pacific Railway."

The hon. gentleman also referred to the construction of the railway from Callander to Pembroke, and also to the construction of the Callander and Gravenhurst Railway. Adding the cost of these together gave a total of \$22,780,000 as the expenditure within the Province of Ontario at that time. But you will have noticed in the discussion to-day that the amount has grown. We have heard of over \$30,000,000 referred to. How does this come about? The reason is obvious. Last Session the calculations were only made from Callander to Port Arthur or Thunder Bay, but now we have the larger amount. The reason for this may be illustrated by a map which I hold in my hand. We find from this map that the boundary of Ontario was placed at Thunder Bay, or rather at a line drawn due north from Thunder Bay, near Fort William. It is clear and well defined, the color is clearly shown, and the name of Manitoba is clearly printed upon the map up to that line. I find this map was issued by the Department of Public Works and the name I find attached to it is "Sir Hector L. Langevin, K.C. M.G., C.B., 1883." I am not an authority upon colors. I do not think the color is "blue;" I think it is more of another color. In speaking further upon the question of railways and the obligations of Ontario, the First Minister remarked :

"But we cannot forget that all the advantages hitherto have been to the Province of Ontario, to my own Province. Why, Sir, the whole of the railway from Ottawa to the far North-West, until it strikes Manitoba, runs through Ontario; and besides the subsidies that have been given, the railway running round the north shore of Lake Superior has opened up a country magnificent in its future; magnificent forests have been found to exist there, and its mineral wealth is enormous; and, Sir, that whole country has been developed; the \$12,000 a mile granted to the Canadian Pacific Railway, so far as Ontario is concerned, will pour an enormous wealth into her Treasury by the opening up of that country; good as we know, for its forests; good, as we believe, for its agricultural capabilities; good, as we believe, also, in its mineral resources; therefore, we are only granting justice to the Province of Quebec in paying them the same amount that we have done to the Province of Ontario."

We get from this an idea of the amount we have still to pay—we get an idea of the "development" of the county. We have some further information upon the county "developed" at a more recent date, from the chief organ of the Government in the Province of Ontario. I read from the *Mail* of quite a recent date:

"If it be said that the mountain section of the Northern Railway was more costly than the mountain section of the Canadian Pacific Railway, and that in the case of the Canadian Pacific the heavy work on the Pacific slope has been assumed by the Government, the answer is that the Northern Pacific had no rock division, 650 miles long, such as that which stretches in unbroken desolation between Port Arthur and Callander."

That is the development which the First Minister speaks of. Justice is referred to very forcibly in the extracts I have read; and the question suggests itself, If the claims of last Session were simply justice, only justice, why did the Ministry, as has been said, "wait until the second bell had rung before they surrendered?" In stating the railway indebtedness of Ontario last Session at \$22,500,000, and finding it now increased to over \$30,000,000, we have a new showing of the watchful parental care which this Government exercises over that Province—a parental care which I fear will not be fully appreciated by that Province. Their desire to prevent the extension of the Province west of Thunder Bay seems to have been because they wished to prevent the increase of the railway debt of Ontario—because the further west we went the larger would our indebtedness become. I think that there is no doubt that our railway resolutions of last Session were a bad business, bad now, and bad in the

Mr. FAIRBANK.

future. We, on this side of the House, thought then it was a bad business; we believed that "anybody of common sense" must have understood it was a bad business. And what is the summing up of the whole matter? The Government had determined to give a large sum of money to the Canadian Pacific Railway, and it became necessary for them to give subsidies to Quebec, and also to partially sugar-coat the pill for the Province of Ontario, by giving them certain sums. But I think that in this matter we have got into a difficulty which it is hard to see the end of.

Mr. TROW. I would not have risen to my feet—for I am very diffident on this, as on all other occasions—had it not been for the remarks made by the hon. member for Renfrew (Mr. White), and the hon. member for Hochelaga (Mr. Desjardins), who apparently accused the mover of this motion of bringing up the resolution merely for some political purpose. Now, I know that was quite foreign to him, and that he brought it up for no such purpose, but merely in the interest of the Province of Ontario. It is a matter of indifference how long we discuss this matter on this side of the House, for we are unfortunately not in a position, in point of numbers, to bring that pressure on the Government which supporters of the Government may do, if they feel inclined, in a similar manner to that in which the supporters of the Government from Quebec did last Session. We on this side of the House attach no blame whatever to the supporters of the Government from the Province of Quebec in getting justice done to their Province. What we say is, that the supporters of the Government from the Province of Ontario are silent in the interests of their own Province. It strikes me very forcibly that those hon. gentlemen, even in the arguments they have used, have stood diametrically opposed to the interests of their own Province. It seems to me it would be better for them to take a leaf out of the books of the hon. members for Quebec, even if they had to retire for a few days or hours to No. 8, and deliberate calmly over the matter. It might happen that the leader of the Government would ultimately succumb to their persuasive efforts. My own county has probably done more than any other county in western Canada in the way of bonuses for railway construction. We have one line running from Lake Erie to the Georgian Bay, a distance of some 160 miles, and there is not a municipality on the line but has contributed very largely towards its construction. I know that the county I represent has given at least \$350,000. The town of Stratford alone gave \$60,000 to aid in the construction of that road; the county voted \$120,000; the township of Mornington, \$40,000; the township of Wallace, \$40,000, and other municipalities corresponding amounts. So that if any county is interested in being recouped by the Government it is the county of Perth; and I do think the Government would be justified in giving these municipalities something in compensation, as they have done to other municipalities heretofore.

Mr. COOK. Before the motion is put, I wish to correct a statement made by the hon. member for Renfrew (Mr. White). He stated that when that bonus was recouped to the town of Pembroke he had a larger majority outside of the town of Pembroke than I had in my whole county. He said he had the returns before him.

Mr. WHITE (Renfrew). I said I had not the returns.

Mr. COOK. I saw a book that looked very much like the returns on your desk. But I want to tell the hon. gentleman that he was wrong. I do not suppose that he meant to state what was not correct, but he did not read rightly the returns, or if he had not the returns, he ought to have been more careful in making a statement without them. His majority outside of the town of Pembroke was 104; my majority was 138. There is only a difference of 34, but his majority outside of Pembroke was not as large as the