

and every prospect of still further reductions. I need not enter into details regarding the benefits of these, nor of the \$2,000,000.00 spent already during the year upon constructions in this city and Province.

As I have already stated, some members of the Opposition have taken special delight in attacking the N. P. & M. R. contract, and in parading the charge that it is not making the reduction in rates which we would expect from a road so substantially bonused.

I submit, Mr. Speaker, that we have a right to expect advantages from enterprises of this kind that are subsidized by public funds; and in estimating the benefits which the Province is fairly entitled to expect from a subsidized line of railway, it surely is but right to take into consideration the amount of subsidy or bonus granted to such lines, subject, of course, to differences in cost of construction. Following such a line of argument, I desire to call the attention of the House to a comparative statement of bonuses granted to the various lines constructed within the Province. I will not refer to the main line of the C. P. R., as it is a trans-continental road which may be taken as a reason for more largely subsidizing it. The roads I would compare are those entirely within the Province: The N. P. & M. R.; the Manitoba and Northwestern and the C. P. R. Southwestern.

The bonuses voted by this House to the N. P. & M. R. were \$1,750.00 per mile on the R. R. V. R., the Portage extension and the Morris-Brandon branches; and \$1,500.00 per mile on the Souris branch.

The Manitoba Northwestern received from the Dominion Government a grant of 6,400 acres of land per mile of railroad; averaging this land at the very low average of \$2.00 per acre, would make a grant equal to \$12,800.00 per mile; but in addition to this, the company received from municipalities bonuses amounting to \$266,000.00; dividing this over the mileage within the Province (which is 168 miles) gives \$1,582.00 per mile; adding this to the land grant shows a total bonus of \$14,382.00 per mile.

The C. P. R. Southwestern received a subsidy of 6,400 acres per mile on their line in Southern Manitoba, and as to the value

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