

ernment came to the rescue, and we see the effects of the stimulus given to that part of the country by the subsidies appropriated by this Government. What have we seen in the counties of Shelburne and Queen's? The Local Government dangling a railway project before the people every time an election was coming on, without any intention of building the road, setting one part of the country against another, and by that means helping to maintain themselves in office. That has been the policy of the Government of which my hon. friend is so strong an advocate. What a striking contrast between their policy and the wise and progressive policy of the Dominion Government! If it had not been for the wise way in which the Dominion Government came to the rescue of Nova Scotia our Province would not be in such a favorable position as it occupies to-day.

HON. MR. HAYTHORNE—I think that the opening part of the speech of the hon. gentleman from Halifax was very suitable to the occasion. He reminded the House of what had been, after Confederation had taken effect, the proper Dominion policy with regard to public works, and I think that anyone who is conversant with the circumstances attending the admission of some of the other Provinces into the Dominion will be able to see that what the hon. gentleman stated had been the policy. I can bring testimony in favor of that myself. I know that when Prince Edward Island was invited to join the Dominion of Canada, and a deputation of its Ministers visited the Province, it was there stated most explicitly that the public works of the Dominion must be such as joined one Province to another, or connected one or more Provinces with each other, or the sea. In fact, that was the great object of the Intercolonial Railway. The Local Government and Legislature rejected those offers of Canada, which were made to Prince Edward Island, in perfect good faith, and no doubt in the opinion of Canada were exceedingly liberal, but the Island Province in answering the proposition which was laid before them by the Dominion of Canada pointed to the fact that by the Dominion Act of Confederation they were unable to enjoy the advantages which other Provinces reaped by means of lines of railways or steamships run at

public expense, and that was one of the reasons why they rejected it then. The hon. gentleman pointed to the fact of what had been the policy of the Dominion with respect to public works of this description, and he contrasted what had been with what was before us in this Bill, and stated what in his judgment would have been a statesmanlike line to pursue. I do not think he went very deeply into what was not. I presume he led the House to infer that the line of policy which had been pursued was the unstatesmanlike line. But there is this to be said with regard to Dominion colonial railways, such as the inhabitants of new countries find it absolutely necessary to their existence to construct, that they actually stand in the position in which highways stand in other countries. Here we have vast tracts of territory before us, through which there are only the trails of the Indians or the portages of the trapper, or it may be some waterway or river with its natural obstructions to overcome. Civilization points out the fact that the progress of wealth and industry cannot go on with such inadequate means of communication, and then it comes to the Government of the day and requests them to push their lines of railway through. Now, here is where Governments have been placed, in my opinion, in a most dangerous position. They feel that to reject the demands of their supporters, or of others who are not their supporters, perhaps, to build them lines of railway, loses them their support, and the consequence is they are obliged often to adopt a line which is neither the shortest nor the easiest, but is one which serves the purposes of party. That is a great misfortune, in my opinion; it is one which has been felt not only in Canada but in other countries, and the point which I would like to draw attention to is this—whether there is any possibility of emerging from this state of things? Can any system be adopted calculated to carry out the necessary communications of the country and at the same time not debauch the people? That is the point which I think ought to be studied, and I think my hon. friend from Halifax saw that question in a tolerably clear light, although it is not one which is peculiar to Canada. I happened to read during a part of this long Session that last work of Sir Charles Dilke's. I think the name will be familiar to most people in this House. He