

bearing on this question at all. He talks about this being the latest development of the policy inaugurated by Sir Charles Tupper in 1882. He must have in mind the policy of the Hill-Vail Government, of which he was a supporter, which subsidized wild-cat schemes all over the country—a Government that kept itself alive by offering money for such schemes all over the Province of Nova Scotia. When they were in a position that they could hardly hold a Government together, they attempted to incorporate companies all over the Province.

HON. MR. POWER—Would the hon. gentleman be kind enough to tell me what Government the Hill-Vail Government was? I never heard of it before.

HON. MR. KAULBACH—The Hill Government, then. We know when they held power by the vote of two members they offered a subsidy for the building of a railway in Lunenburg, which they said they would not build themselves and nobody would attempt to put a dollar into. Fortunately, there were men in the county of Lunenburg who were determined that the grant should be expended, and if we have it to-day, after fifteen years of exertion, it is through the aid of this Government here. The Hill Government almost brought the Province of Nova Scotia into bankruptcy, borrowing money to build railways and sacrificing them afterwards, as they did in the case of the Eastern Extension. My hon. friend says that this is not done to subserve the interests of the different parts of Canada. I believe it has been, as far as I can form an opinion. My hon. friend seems to have the power of divination beyond other gentlemen: he seems to know every locality where these roads are to go and the developments to arise from them. He draws largely upon his imagination when he comes to this House and tells us what the effects will be of constructing these roads in various parts of Canada. When he does that, he imposes upon the House his views, which I do not believe are sustained by the knowledge which he presumes he has, and which he says in many cases is so great that in order to make me understand the question he would take up too long the time of the House. As I said before, the Nova Scotia Government have kept themselves in power by

running the Province into debt. The policy of the Dominion Government is different: out of the surplus revenue they are expending money in a way most beneficial to the whole Dominion. This money is to be taken out of an estimated surplus. How can the Government form and estimate of that surplus before the meeting of Parliament? They cannot do that until they see how they are to raise the money in order to furnish the subsidies. Would the hon. gentleman approve of the Government appropriating this money without consulting the representatives of the people and ascertaining what is best in the interests of the whole country? Although it is unfortunate that some of these Bills are introduced late, yet I believe it is done out of due regard on the part of the Government for what is in the best interests of the country. It has been said that in the thickly settled parts of the country we do not require railways. I believe that we ought to have them in many thickly settled parts of the Dominion, which furnish the revenue of the country, and which certainly should have some benefit from the railways as well as the far west. But my hon. friend says in the far west it is better to give them money and not lands.

HON. MR. POWER—Excuse me; I never said anything of the kind.

HON. MR. KAULBACH—My hon. friend's memory is short. I yet believe he said so. The best assets the companies have in the North-West are the lands. The value of those lands to the Government is nothing—almost worse than nothing; they are a tax on the country. They are appreciated far more highly by the companies than the money they could get. The bonds they can float on those lands far exceed what they could do with a cash subsidy. You cannot build up that North-West without constructing railways. People will not go into such a country until railways are built. Therefore, I say I believe this policy of aiding railways is a wise one. You cannot devote the surplus revenue that we have to a wiser purpose. I know in Nova Scotia, when the Local Government with which the hon. gentleman has been so closely identified failed to build the Liverpool and Shelburne Railway, when the ties were rotting and the rails rusting for years, the Dominion Gov-