

the whole country or with a view to the benefit of the section of the country where the railway is to be constructed, but with a single eye—no, not with a single eye, but with two eyes, one directed to the interest of the Conservative member in the district and the other one directed to the next election. That has been the policy, and one of the reasons why we are here now four months, and why we have to look back upon a four month's Session, which has produced almost nothing worth being looked back upon, is that the Government have been for the last few weeks fighting out the question as to which railways shall be subsidized, in the Executive Council Chamber. Now, if the policy indicated by the hon. member from Monck, and which I have tried to develop a little further myself, had been adopted, there would have been no necessity for that, and the Government would have been at least as popular in the country as under the present system; because, after all, when the Government do their duty people are a little slow, may be, but still they are pretty sure in the end to recognize the fact that the policy which the Government adopts is in the interest of the whole country.

HON. MR. ABBOTT—That is how the Government are sustained so long.

HON. MR. POWER—There are two ways of being sustained. I say this with respect to the present Government: if a Government led by an ordinary man had so conducted the affairs of this country as the Government of Sir John Macdonald has conducted them, that Government would not have lasted from one election to another.

HON. MR. DEVER—That is because this Government is led by a statesman.

HON. MR. POWER—My hon. friend from St. John confounds the politician with the statesman. The statesman looks to the welfare of the country. The politician bribes the people with their own money. I think that is an expression which has been used by the leader of the Government; and the statesman uses the people's money for the benefit of the people. I do not propose to go into the details of this measure. This is not the time to discuss the general railway policy of the

Government, and it is not the time to discuss the way in which the Government have managed the affairs of the Intercolonial Railway, but I cannot sit down without saying a few words on that subject. The Intercolonial Railway was completed in 1877, and if I remember rightly its cost up to that time was about \$28,000,000. To-day the cost of the Intercolonial Railway stands at about \$20,000,000 more than that, and the road is really not a better road than it was then. The Government did not manage the road in the way in which a private company owning the line would have managed it. The most ordinary terminal facilities do not exist on the Intercolonial Railway. At Halifax, which was spoken of as the city which was to be the great Liverpool of Canada, there are at the present time no facilities for storing perishable articles, such as fruit and vegetables. One can hardly fancy that such a state of things can exist. I presume that \$10,000 would build a frost-proof warehouse at Halifax, and although the attention of the Government and of the Railway Department has been called to that year after year nothing has been done.

HON. MR. ALMON—The terminus at Halifax was got under the Mackenzie Government.

HON. MR. POWER—I am glad that the hon. gentleman has reminded me of the fact that the only respectable things we have in connection with the railway at Halifax—the passenger station and the freight sheds beside it—were built under the Mackenzie administration; and although ever since that time the want of this frost-proof warehouse has been felt, and although the shippers of apples in the Annapolis valley have been afraid to ship from Halifax because of the want of that warehouse, the Government cannot afford to spend ten or twelve thousand dollars in building a necessary structure of that sort. Then again, coming to the other end of the railway at Levis, a complaint was made several years ago that the Intercolonial Railway was in the hands of the Grand Trunk Railway, that it had no connection except with the Grand Trunk Railway, and it was suggested that the Intercolonial Railway should be built to the water's edge opposite Quebec and a large ferry steamer put on for the purpose of making