

assistance of the Parliament of Canada. A great many members felt at the time that the country was entering upon a system the end of which it was very difficult to foresee: and the result has justified our expectations. Supposing that the policy was adopted of giving aid from the Dominion Treasury to railways throughout the country, there were two courses which might have been adopted in the way of carrying out that policy. There might have been the statesmanlike policy which would have been something of this sort: the Government taking advice from one another and from their engineers, and studying carefully the map of the country, should have ascertained the sections of country which had not railway facilities. As has been stated by the hon. gentleman from Trent division, nowadays settlers will not go in large numbers to a country where there are no railways; and in the older districts of the country the people who had been living there and paying taxes for a number of years are entitled to railway facilities. The statesmanlike policy for the Government would have been, leaving aside all personal and political considerations, to have looked over the map of the country and ascertained the districts which had not railway facilities, and if a district were found near a great trunk line of railway, which district had not railway facilities, the statesmanlike policy would have been to have connected that district with the great trunk line, not to have built a line competing with the great trunk line, but to have made a connection with the trunk line if practicable. As regards the Government railway itself—the Government happen to own a railway some 600 miles long—care should have been taken in providing railway facilities for the Provinces through which the Intercolonial Railway runs, that the roads constructed in these Provinces should, as far as possible, be feeders of the Intercolonial Railway, and not roads calculated to take business away from that line. I venture to say that any hon. gentleman who looks at the matter as a question of business will agree with me, if he puts aside all his local, personal and party feelings, that that is the way that the railways should be built, so that the country should get value for the money put into them. It is unnecessary to ask the House if that has been the policy adopted. It

is not. Year after year we have had the aid of the Dominion Government given to lines that were in no sense Dominion roads; not only that, but we have had aid given to roads that possessed no provincial value, that were local in the most restricted sense—purely local roads. We have had aid given to roads which were intended to parallel existing roads, which had enough to do to pay their working expenses, and paid almost nothing to the people who built them. The hon. gentleman from Monck has pointed out in the present Bill, I think, three cases where the Government propose to subsidize railways running parallel to the Grand Trunk Railway, and only a short distance from that line. That is a policy which cannot be defended at all. The Grand Trunk Railway has been built chiefly by the money of English people, and it is not fair that we should undertake to construct roads which the needs of the country do not ask for and which are calculated to render the property of those English shareholders valueless, as far as these new roads can have that effect. Anyone who takes up the Bill now on the Table of the House will see that it carries the kind of policy I speak of to a very great extent. There are subsidies here for small pieces of road in different parts of the country, roads which can be of almost no value outside of the immediate neighborhood, and which in a great many cases compete with roads that are already in existence, and therefore do not furnish any needed accommodation to the country. I omitted to say, when talking of the way that statesmen would have dealt with the question, that if the policy which I have indicated had been adopted the Government would have been in a position to bring down their railway measures earlier—they would know at the opening of Parliament what portions of the country needed railway facilities, and they would have been able to bring down a scheme to supply the wants of the people of the country as far as the means of the country at that time would justify the expenditure. The Government have no policy of their own, no regard for the interests of the different sections of the country. They wait here until the end of the Session and until every member of the House of Commons has put his personal views before them. They weigh the merits of rival schemes, not with a view to the benefit of