

responsible ministers, and the Opposition found us prepared to meet them upon this ground and to fight the battle to a finish.

Eventually obstructive tactics were carried to such an unparalleled length as to make it necessary, if the government of this country was to be carried on by parliamentary methods, that the obsolete rules of the House of Commons should be so modified that public business could be transacted with reasonable dispatch, and that the country might no longer be scandalized by the discreditable scenes which were being enacted at Ottawa. Not only Conservatives, but Liberals have expressed to me the opinion that we were more than justified in the course which we took. The only criticism to which we are fairly subject is found in the comment often made to me, that we delayed too long, and permitted our opponents to go too far before we undertook a much-needed reform in parliamentary procedure. The result is hailed with satisfaction throughout the country, which is impressed with a growing conviction that **it would be well for Parliament to work and think more and talk less.**

THE BILL TO MAKE POSSIBLE IMPROVEMENT OF OUR HIGHWAYS.

Coming then to the record of the recent session let me direct your attention to our proposals for improving the highways of the country. For that purpose Mr. Cochrane introduced in each session a bill which simply empowered the Minister of Railways, with the authority of the Governor-in-Council, to enter into an agreement with each province for the expenditure of a certain sum appropriated to that province by the estimates in each year. The sums so appropriated were to be expended by the provincial governments, but only for the purpose of constructing new highways or improving existing highways, and it