

tricts, is spent in a direction to make the right sort of history for the future of the development of Canada. The Minister of Railways, the Hon. Mr. Cochrane, whom we all recognize as a serious, practical man, of good sound judgment and common sense, told me he was much pleased with his trip through that northern country, and he believed we were going to do some business through those northern ports. At any rate he felt warranted, as Minister of Railways of the Dominion of Canada, to undertake the expenditure of a good deal of money in order to develop that trade. I observe again that the government of the day, without any malice or vindictiveness towards any other honourable assembly connected with the legislation of this country, have reintroduced the Bill providing for the expenditure of money on highways. I have no doubt it will be received by this House in a little different spirit than that exhibited last session. There was a mistake which they must realize to-day, was a very serious error. They felt that the government of that time were going to have some control, some extraordinary influencing power, over the electorate of the different provinces if they were permitted to expend or direct in any way the spending of certain moneys on the highways of Canada. It has been stated by the mover of this address that the highways are one of the most important elements of transportation. Permit me to say that the highways are the most important means of transportation, because twenty miles of bad roads in the carrying of grain will cost the farmer more than the freight from his station to the water front at Port Huron or Fort William. The difference between the good and bad road in the western country is a very important factor, and when we consider that if we spend all the money we can in the construction of railways in all these three great provinces of the west, and if we employ all the men we can hire to work on these roads, we cannot construct, equip and operate railways fast enough to give relief such as that country would require for economical developments of its natural resources. The steam plough and gasoline

traction engine has taken the development so far ahead of what could possibly have been anticipated five or six years ago, that any safeguards that might have been considered sufficient at that time fall far short of what is necessary to-day. Therefore, the highway question becomes imperative, and far more important than at any time during the history of Canada, and the government of the day, whatever their political complexion may be, are to be congratulated by this House and by the provincial governments of Canada in their efforts to aid in the construction of roads in every province of Canada. We come now to the question of co-operative agriculture. Our government is expending money, offering it to the various provinces, under approval, practically the same as it would be under the Highways Bill. It was a great pleasure to me during last summer to be at Lethbridge during the Dry Farmers' Congress, and to hear the Ministers of Agriculture from the different western provinces congratulating the Hon. Mr. Burrill upon the great work that they had been able to do with the money he had granted to them, and we can do still better. We have had experimental farms, and we have had central stations established, but that is not enough. The various provinces of Canada, with the exception of Ontario, have been very careless and indifferent in establishing those great agricultural schools and colleges and even in the curriculum in the ordinary school for teaching agricultural science in all our provinces. We owe a great apology to the young farmers of to-day in not doing our duty in the way of educating the farmers in order that they may equip themselves and make the most of their calling. I met at the Dry Farmers' Congress young men of Ontario who had attended the Ontario College occupying positions in nearly every one of the states of the Union, and in many of the provinces of Canada, showing the great work that had been done there and the neglectful and callous manner in which most of the other provinces had treated the subject of agricultural education. We must realize, therefore, that we have farmers on the farm to-day who have to be taught the very lesson on the farms themselves. It is

Hon. Mr. POPE.