

only a few days ago since the hon. member for Rouville moved a resolution that in his opinion the time had arrived to encourage a parcel post system in Canada.

Mr. LEMIEUX: Time flies.

Mr. RHODES: Indeed it does, and I am reminded of that by the fact that resolutions are being moved with great frequency by hon. members opposite who say that the time has arrived. And yet for fifteen years the opportunity was in their hands and was not grasped. All I can say is that if the time has arrived since the incoming of the present Administration, this country is to be congratulated upon having an administration so progressive as to bring about in a short time such a marvellous change. If that conclusion is not satisfactory to hon. gentlemen opposite, if the conditions have not changed with such remarkable rapidity, then hon. gentlemen opposite, when they had the reins of power, were negligent in the performance of their duty and did not avail themselves of the opportunity to bring about the services which they now advocate.

Mr. EMMERSON: You have a splendid opportunity to correct that.

Mr. RHODES: And we are doing so rapidly. The hon. member for Rouville says the time has arrived for a parcel post system in Canada, forgetting that for many years he was at the head of the Post Office Department, and that the opportunity lay in his hands to introduce the very system which he advocates now so strongly in this House. Then we come to the hon. member for Westmorland. He was at the head of the Railway Department for a period of years, and he supported an administration which was in power for fifteen years. During that period I noticed no great development along the lines of the policy which he now advocates, although during all those years the opportunities for development and the natural resources of the East were as great as they are to-day. During that period my hon. friend's voice was not heard advocating the branch line policy. Perhaps I might make it stronger and say that his energy was not shown in adding branch lines to the Intercolonial when he had the opportunity to do so.

Mr. EMMERSON: I built one at Amherst.

Mr. RHODES: Any railway facilities which were added by my hon. friend at Amherst were due to the necessities of the situation and arose from the fact that in the town of Amherst we have an energetic body of citizens, through whose thrift,

energy and enterprise the demand for increased railway accommodation has increased.

Mr. EMMERSON: I congratulate myself that I recognized the necessity.

Mr. RHODES: Then the hon. member for North Cape Breton comes along and says the time has arrived for extending railways there.

Mr. McKENZIE: The same old resolution.

Mr. RHODES: Quite so, but I hope my hon. friend does not expect the same action as was taken by the past Administration.

Mr. McKENZIE: Why should I not?

Mr. RHODES: I do not know whether the hon. member would admit that conditions have improved in such a marked degree in his constituency since the 21st September, 1911, as to demand at the present moment an extension of the railway policy. If he does, he should come over to this side of the House. If conditions there have not changed but are practically the same, and railway facilities are still demanded, then the Government, which he supported for many years, was remiss in its duty.

I have this to say in a general way. The Liberal party were in power in this country for over fifteen years, and yet, during all that time not one mile of railway was added to the Intercolonial railway in the province of Nova Scotia. Yea, more, the Administration of that day, the Laurier Administration, brought down a great policy to construct the National Transcontinental railway which was regarded as the master work of the hon. gentleman who now leads the Opposition. His slogan throughout the country, having reference to this great railway scheme, was, 'let Laurier finish his work.' And yet, strange to say, that railway, which is being built at a cost of hundreds of millions of dollars by the people of this country, touches every province in the Dominion except the province of Nova Scotia, and, of course, the province of Prince Edward Island, to which it cannot go. So far then from hon. gentlemen opposite having practised when they had the opportunity what they now preach, they deprived the province of Nova Scotia of the only opportunity at hand of some railway development within its boundaries by the extension of the National Transcontinental railway to that province. Because of political exigencies they preferred to allow it to terminate in a field outside of the city of Moncton, an inland town in the province of New Brunswick.

What has the present Administration done with respect to the building of rail-