

swell the population of the United States to such great number, but to the great disadvantage, in my judgment, of the people of the United States.

Reference has been made to the National Transcontinental railway and to its early completion. I regret very much to interject a harsh note into a function which is supposed to be without any harshness, but I must point out that we in the province of New Brunswick are building a railway down the valley of the St. John known as the St. John Valley Railway. It extends from a point on the National Transcontinental railway at or near Grand Falls, 220 miles down the river, to the port of St. John. The burden upon the province of New Brunswick—notwithstanding the very material assistance already received and more to be asked for from this Government—the burden entailed by this railway upon the province of New Brunswick has been tremendous. The necessity for this burden upon our Province need never have been had the National Transcontinental Railway been located by the only route sane men would have chosen. The Transcontinental railway in New Brunswick runs from Edmundston, in the county of Madawaska, across to Chipman, in the county of Queens, and on its route through that province it will not pick up one pound of local traffic; it only means the burning up of the revenue producing forests of the province. I would not be doing justice to the people I stand for in the province of New Brunswick did I not openly declare that a great wrong has been committed against them, and that line in its course through the province stands as a monument of that great wrong. There is one way, not to right the wrong, but there is one way by which it can be to some extent remedied, and that is if we could build a small branch from the divisional point of Nappodogan to connect with the Intercolonial railway at Cross Creek, getting running rights down over the railway to the port of St. John. Unless that is done—and I purpose in so far as I have power to urge it upon Parliament and upon this Government—unless that is done, the money already expended on the Transcontinental railway in New Brunswick (and I am fair in saying it has cost \$100,000 per mile) is worse than wasted. I regret very much, Mr. Speaker, to have had to interject that harsh note.

I want to say, Sir, that there are two things not in the Speech this year, but

which have been in the Speech in days gone by. One of these is a reference to a Bill in aid of the highways in this country. In 1911 and in 1912, as you will remember, a Bill was introduced providing for the expenditure of one million dollars on the highways of our various provinces, and providing also for the distribution of that money under the fairest and most equitable terms. That Bill caught the heart of the provinces of Canada. Nothing else could be done that would appeal more to the farming population that I represent. Nothing else could be done to make it easier for the farmer to stay on the land, because his mode of transportation to get his crop to the nearest railway station is over the roads. It meant in my province \$50,000 to \$60,000 in 1911-12. If the roads had been built, it would have greatly improved transportation facilities. I could hardly understand the partisanship run mad, and that again in 1912-13, when a million and a half of money was voted by the representatives of the people of this country, the Bill should again be defeated. I tell you frankly that we, in the province of New Brunswick, looked forward with the greatest anticipation to receiving that money. We needed it; other provinces needed it, and I can only regret that men found it possible, through a spirit of partisanship, to take away from their own people those things that came nearer to doing practical good to the people whence they came than any other thing could possibly do.

Before I sit down, I wish to speak with regard to another matter that is not mentioned in the Speech. I am not specifically informed as to why no reference is made to naval aid to the mother land, but I fancy that the right honourable leader of this Government (Mr. Borden) having once had the humiliating spectacle of advertising to the world that any body of men, whether responsible or otherwise, would refuse to help Canada to enter upon her duties, her privileges and her responsibilities in the matter of naval aid, did not desire to undergo a similar experience a second time. I am not going to go into sky-rockets. I simply want to say this, Mr. Speaker. For many years before Canada found her feet, before we were possessed of the buoyant revenue that we have to-day, Canada allowed the taxpayers of a little sea-girt island to put their hands into their pockets and to pay the bill. Now we have grown big. We consider ourselves quite a people. We call ourselves a nation. We have at least this, that to this country has come, as