

through his appointed partizans in the upper chamber, he took full responsibility for destroying our efforts to improve the public highways of Canada.

The people in due course will pronounce their judgment upon his action.

He may urge that the three and a half million words which he and his followers poured out upon a long suffering country during the recent session are ample compensation for the loss of two and a half million dollars which otherwise would have been expended in the improvement of your roads. If this oratorical compensation should be regarded as satisfactory, the people may rejoice in the assurance that the supply is certainly abundant and apparently inexhaustible.

THE SAME UNREASONING PARTIZANSHIP REGARDING THE BRANCH RAILWAYS.

Still more extraordinary was the conduct of the Opposition in respect of the branch railways bill, which was designed to confer authority upon the Minister of Railways to undertake the acquisition of branch lines in Quebec and the Maritime Provinces, which would be of advantage to the Intercolonial Railway. When the bill was in committee I submitted a proposed amendment to Mr. Graham and Mr. Emmerson, both ex-ministers of railways, Mr. Pugsley, Mr. Lemieux and other leading members of the Opposition. They told me that it was entirely acceptable and removed all their objections. The bill was accordingly passed unanimously and went to the Senate. The Liberal majority in the Senate emasculated it by striking out and amending its most important provisions, so that as returned to the House of Commons the bill was absolutely useless and in-