

presume, paying another duty. I am sure this House, therefore, will receive with satisfaction and put into law any arrangement calculated to increase our trade with the West India Islands.

We have also had reference to the fact that a contract has been signed for the construction of the Hudson Bay railway. I do not think any one living can foresee what will be the final result of the building of that railway, because it will take experience to ascertain whether it will be a success; but this is certain, the people of the west have insisted on the building of that line and both political parties in this country are committed to the enterprise. The government is entitled to credit, after having committed itself to the undertaking as the former government had done, for having promptly entered upon the construction of the work. We have to remember this, however, that you never can tell what new railways may develop. The Cobalt region was discovered through the building of a railway, and I understand that this Hudson Bay route will pass through a country closely resembling that in the Cobalt region. We know that on the Nelson river there are water powers which, if developed, would easily grind all the wheat necessary for the whole world. With regard to the navigation of the straits that is a matter which can only be found out by experience.

The speech also foreshadows the introduction of a Bill to assist the highways of the country. During the past summer I have seen a good deal of the roads in the province where I live and have been struck with their narrowness. Since the advent of the automobile they are altogether too narrow for traffic. It was difficult enough for wagons to pass each other without knocking their wheels off, but the automobile has greatly increased the danger attending traffic on those roads. In New Brunswick, and no doubt in all the other provinces, there are many farmers whose wives are absolutely afraid to travel on the roads lest they should meet automobiles. Now, my appeal is not for the sake of the autos, but for the sake of the farmers and farmers' wives. There is no question that appeals more strongly to the ordinary dweller in the country than the question of good

roads. There was an election in New Brunswick last summer and that was the question which created the greatest interest everywhere. In a small province like New Brunswick it is of the greatest importance. I believe the revenues of all the provinces are too small to put the roads in a condition that they should be in, and it is no wonder that the question of improving the highways was of the most absorbing interest and the most important one discussed during the whole of that campaign. If there is any means by which more money can be spent on those roads in a scientific way so as to get proper results I am sure the people in all parts of this country will be delighted to know it. What we most need in the country is agricultural labour and good roads, and I am sure that hon. gentlemen will be glad to assist in putting through any legislation which will have the effect of improving the roads and bridges of this country. There is no more reason why parliament should not aid the roads and highway bridges than why they should not subsidize and build the ordinary steam railways of the country. It is all in the interest of transportation and the easier and better they can make the roads of the country the better it will be for Canada, financially and every other way. And so with regard to the matter of agricultural societies. I obtained from the Agricultural Department a resume of the disposal of the five hundred thousand dollars which this parliament granted last year for agricultural purposes. I shall not take up your time reading it, but the money was expended in a manner satisfactory to the Minister of Agriculture. It was placed at the disposal of the provincial governments to be expended for objects approved by the Minister of Agriculture. In looking over the statements I find it must have been of very great advantage. For instance, the money that was given to Nova Scotia was spent to assist agricultural societies and the extension of the buildings of the agricultural college at Truro. Now that of itself would be a great help to the agricultural interests of Nova Scotia. In New Brunswick it was divided up into smaller lots and used for different purposes—the encouragement of