

ADDRESS IN REPLY TO HIS EXCEL-
LENCY'S SPEECH—*Con.*

Laurier, Sir Wilfrid (Prime Minister)—69.

House not called earlier because the majority of members, who had put in a long session last year, required some time to attend to their personal affairs—70. In the bye-elections the Conservatives won three seats out of twelve and their joy is unbounded—71. Mr. Blair was made chairman of the Railway Commission because no man in Canada was better qualified—72. Unworthy of Mr. Borden to attribute wrong motives to Mr. Blair and the government in the matter of the appointment—74. The government last year had made a contract so binding that it could not be ratified by the Grand Trunk shareholders, and had to make some modifications in it in order to secure its ratification—75. The treaty-making power is not a new subject; it has been a plank in the platform of the Liberal party for some thirty years—76. Mr. Borden attributes the present prosperity of the country to Providence; we certainly have to thank Providence for having inspired us to adopt the 1897 tariff—78. The Montreal 'Star' not satisfied with Canada's prosperity, and advocates the American policy of trusts and combines, and the getting of American wages, which are lower than Canadian—79. Far distant be the day when we shall seek an example of the United States to guide us in fiscal or other matters—80.

Maclean, W. F. (East York)—80.

The Grand Trunk Bill simply a proposal to build a colonization road to the back country of Ontario—80. Nationalization of all railways is a practical measure that will give immediate relief—81. Mr. Blair believed, or was coming to the belief, that national ownership was the real solution of the question—82. The farmers are meeting all over the country, asking for reduction in transportation rates—83. We should nationalize not only railways, but telegraphs and telephones—84. Bourinot quoted on ministerial responsibility—85. The degradation of public life across the line not caused by trusts, as Prime Minister says, but by the great corporations created by legislation—86. What are the farmers of Ontario to get, in the way of facilities for transportation, for the \$150,000,000?—87. We should take some steps to maintain our territorial rights in the Hudson Bay Territory—88. The sentiment of Ontario altogether in favour of increased protection—89. On autonomy, favoured government by the people—90. The people of the Northwest recognize that there is no solution of the transportation question except on nationalization principles—91.

Marcil, Charles (Bonaventure)—177.

The speech of hon. member for St. John gives no light on the political change in that constituency; nearly 1,000 fewer votes than usual were cast at the bye-election—177. Decrease in population of New Brunswick attributable to the absence of railway communication through

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the interior of that province—178. Conservative members do not often admit that the depression under the Mackenzie administration was not wholly due to the tariff and alleged mismanagement—179. 5,000,000 Canadians have as much right to ask for treaty-making powers as 50,000,000 would have—180. Defied Mr. Bennett to quote one word uttered by him at Lafontaine, Penetanguishene, or any other place in the seven provinces, which was even remotely calculated to stir up religious strife or racial warfare. (In reply to Mr. Bennett), 'I denied it in 1901, and the denial is in "Hansard."'—181. Mr. Bennett will have to find some other reason why his majority of 246 in 1896 dwindled to 39 in 1900—182. No sane man should blame the French elector for voting for the best candidate, the best policy and the best leader—184.

Northrup, W. B. (East Hastings)—186.

While speech may be silver and silence golden, the rule is not of universal application—184. The tariff was referred to in 1879, in 1894 and in 1897, in the Speech from the Throne—185. In the light of the Ottawa Liberal platform it was rank blasphemy for the Premier to say that Providence suggested that they should violate every promise they had made to the country—186. Confederation should be round-ed off by bringing in Newfoundland. A Bill to grant autonomy to the Northwest should be presented—187. Last year we were told we had no power to change the railway contract, but this year we found the Grand Trunk Railway shareholders had power to change it—188. The road is to be built by a commission, and we had an object lesson in the railway commission appointed last year—189. Sorry no reference is made in the address to the question of imperial preferential trade—190. The hon. member for Labelle seems to be very much in the position of that class of people known as 'Little Englanders' in the mother country—191. The heroism of Wolfe and Montcalm gave them a common fame; and posterity has erected a joint monument to their memory—192. In times of war, as well as in times of peace, Canada has done, and is ready to do her part to maintain the empire—193. The first clause in the programme of La Ligue Nationaliste is opposition to the establishment of a naval school in Canada—194. The second clause is absolute refusal of leave asked by an officer of militia to take part in any imperial war. The last clause is the command of the Canadian militia by a Canadian officer appointed by the Canadian government—195.

Rivet, L. A. (Hochelaga)—23.

Congratulations to Mr. Speaker. Marvellous development of trade during past eight years something to be proud of. Labouring men no longer forced to seek work in a foreign land—24. Under Providence, the great prosperity of the country due to the wise and progressive policy of the