

take to give the British people a preference in return for a preference from them, because the American citizen has a weapon in his hands which he can bring down upon the head of the Canadian people, and that weapon is the bonding privilege. Mr. Carnegie, in a letter, which I find summarized in some newspapers, uses this very striking and significant language :

A word from the president cancels the privileges now generously extended to Canada of reaching open American ports through American territory with all her exports and imports free of duty for five months in the year when her own ports are ice bound. She uses the privilege all the year. President Roosevelt is the last man I could think of who would hesitate a moment to say the word, but even he and all his cabinet would be powerless to resist the imperious demand that at least we should not furnish the weapon that enabled another power to wound us. The withdrawal of the privilege given to Canada would probably be sufficient to satisfy Great Britain that the American people were in earnest. Negotiations would soon begin, and the privilege so rashly distributed would be restored. Simultaneously peace would reign, but the bitterness created would remain for years to retard the return to the present unusually cordial relations so wantonly impaired.

Let me observe that if we have used American ports, it is not because for five months in the year our own ports are ice-bound. Everybody knows that our ports in winter are just as open as the American harbours. Everybody knows, except Mr. Andrew Carnegie and the bulk of American public opinion, that if we have used American ports and the bonding privilege, it was not because our harbours were ice-bound in winter, but simply because we had no railways to reach them. In the face of this, are the Canadian parliament and people going to stand on their manhood and place us in such a position that at all times of the year, not only by one railway, but by two or more, we shall have access from January to December to our own harbours, and be able to say to our American neighbours : 'Take off your bonding privilege whenever it suits you, we are commercially independent.'

Hon. gentlemen opposite may ask : Who is Mr. Andrew Carnegie, he is simply an American citizen, he is not speaking for the nation ? Sir, when men speak, who are in the position of Mr. Carnegie, we must take it for granted that they know something of the public opinion of their country. We know that Mr. Carnegie, unfortunately, is not voicing his own opinions alone, but the opinions of a large section of the American people, because the ideas to which he has given expression have been again and again expressed in the American press. We cannot take a step to better our position, to improve our trade, but we are told from the American side that we had better look out, because, forsooth, the bonding privilege will be taken from us. When, in 1896, Sir

Sir WILFRID LAURIER.

Charles Tupper thought of asking for tenders for the fast Atlantic service—a thing with which, after all, the American public have nothing whatever to do, a thing which is purely a measure of domestic concern—we were told by the American press that if we dared to go on with that project, the bonding privilege would be removed. The New York 'Sun,' which is an American of Americans, and a good exponent of American public opinion, which voices the sentiments and even the prejudices of the American people—and I do not use the word 'prejudice' in an offensive sense, because prejudices are sometimes only the exaggeration of a noble feeling, and I do not blame any one for having prejudices in his heart, they being frequently the result of education and other circumstances—but the New York 'Sun,' speaking of the project of a fast Atlantic service between England and Canada, made use of the following language :

The route by the new steamship line from Liverpool to Halifax and thence by Canadian Pacific Railway to Chicago would be shorter than the route to and through New York, and hence its advantages are obvious. Goods and merchandise would be carried from Halifax to Quebec through American territory under protection of the bonding privilege, and accordingly the Canadian Pacific Railway would be able to profit largely by their transportation westward.

Here is a condemnation of the policy which had been adopted a few years before, of having the Canadian Pacific Railway built across the state of Maine :

The privilege thus conferred by us is already essential to the prosperity of that company. This road could not run without it. The Canadian Pacific Railway therefore lives and prospers by our sufferance and direct assistance. We furnish it with feeders and traffic essential to its existence ; yet it was built and is maintained as a military road along the northern border, and as a tie binding together in political combination, the widely separated Canadian provinces with a view to the strengthening of the Dominion against us in the event of a war with England. This military and political road, sustained by American bounty in the form of bonding privilege, is consequently a permanent menace to us. Its very existence is a distinctly hostile demonstration.

Will our government furnish the new steamship line with what amounts to another subsidy, and insure the prosperity of the military and political road by continuing to grant the bonding privilege, which Canada is already using to the disadvantage of our own railroads?

Sir, I am told, and perhaps I may be told again : This is simply the opinion of a journalist. Why, Sir, if the expression of this opinion only came from private citizens, as Mr. Carnegie, if it were confined to newspapers, as the New York 'Sun,' perhaps we might pass lightly over it and not feel much apprehension upon the subject. But what will you say when I bring to your attention the expressions of the highest in the land, of those in authority, of those who are in a position to speak for the