

Sir Thomas Shaughnessy, Mr. Hays, and the proprietors of the Canadian Northern, are quite competent to protect their east and west haul, if only their hands are not tied by an International Railway Commission. That is the trap we have to fear. But all railways on the American continent run east and west, and always will. With the exception of the Illinois Central, there is not a road in America which ever made any profit by north and south traffic alone.

Therefore, I say that so far as the railway interests are concerned, no statement has been made by any railway man who is in active railway business to-day against this agreement, although we have, on the other side, the statements of Sir Donald Mann and Sir William Mackenzie in its favour. If it lowers the freight rates of the Canadian railways, I shall welcome the agreement more and more in the interests of the people, knowing and believing that they have paid more than their just share in the past, and I am sure the people of the country will take the same view.

The only argument left to the opposition is the flag, the old, the dear old, the good old flag. I wonder how it has stood the racket so long; it must be great stuff. Whenever the poor old, dear old, good old Tory party gets in a hole they appeal to the dear old, good old flag to help them out. It has stood the test not only in this country, in which we are proud to live, in which we will always live and will always defend, but in other parts of the world. In this country the only thing the flag is up against is the political attacks made upon it to suit the purposes of the Conservative party. When they fail everywhere else, then they appeal to the flag. I will tell hon. gentlemen that they must have something else than that racket for the future. It has worked, I admit, pretty well in the past, but the people are getting next; they are getting wise. You have got to have something else. Just in the same way you can go on talking graft until the crack of doom, but you have to give the people a policy, and do not raise the flag and give us the flag in the place of a policy. The people want something and are bound to have it, and we, the Liberal party, are bound to give it to them. The people of this country are loyal, they always have been, and they always will be. If there is any difference in loyalty, if you can measure it in that way, the people in Canada to-day are more loyal than they ever were before, because they are better satisfied with conditions than they ever were before. Therefore, they have every reason to be satisfied. You create conditions whereby the people suffer an injury, starve the people and they will soon forget the flag, they will think of their stomachs only; men on the other side of the House would do that just

as those on this side. Some of them on the other side seem to have no consciences, but I suppose they all have stomachs.

As for the railway companies in this country, as I said, they have taken care of themselves. They do not hesitate to cross the international boundary to extend their systems in the United States, not one of them, and the bankers in this country who are raising such a row do not forget to send their money to New York if they can get a good percentage. They are out for their pockets, we all are, legitimately. Therefore, I say that the annexation cry and the disloyalty cry will not work out for the simple reason that the Canadian people are intelligent, and, therefore, they know better than to be deceived by such cries. You will have to give them something else that will appeal to them, to their sense of honesty and intelligence in addition to any ribald cry that you wore out yourselves many, many years ago. As to the statement that Americans are flocking into Canada, I say it is a good thing, and that they are welcome to Canada. There is no man who comes into Canada to-day who is a more up-to-date, a more loyal, or a more progressive citizen than the naturalized American. You meet them at every turn in western Canada.

There are many of them in my own constituency that I know personally, and if you talk to these men they will admit that they have a protection and justice in this country that they did not get in the land of their birth. Some of these men are born Americans and in other cases they are Canadians who have come back. One word in conclusion. We heard to-day of a resolution passed by the Winnipeg Board of Trade, and they did not forget to tell us that Mr. D. C. Cameron seconded that motion. Mr. Cameron has a perfect right to do as he sees fit. He is an intelligent, honourable, upright man, and a good citizen. I have no fault to find with him, but I have a certain amount of fault to find with a bunch of men who palm themselves off as Toronto Grits. We are told there are 18 Grits in Toronto; I was not aware there were that many. If you look over the list of these 18 you will find it starts with Sir Edmund Walker, banker, and the next man is a financier, and the next man is a financier, and the next man is a financier, and so on and so forth, and the next man is the manager of a bank, and they come together and they say that this arrangement is a bad thing. I would not be afraid to wager, and I am going to tell the farmers of my constituency, that these 18 Grits of Toronto who went to that meeting went in automobiles costing from \$5,000 to \$10,000 each, to lay down a policy for the farmers of Canada. They either went in their own automobiles or their own carriages, or in the automobiles and carriages