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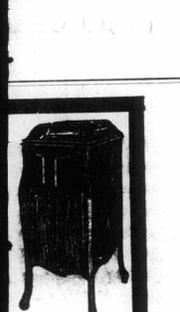
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is section on business. One of our family have moved from the recently purchased tract.

Tutt was the guest of her one day last week, number from this vicinity funeral of the late Mrs. of Northfield.

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Mr. Cockshutt Shows How Binder Twine Industry Was Killed

And Price of That Commodity Became Higher After Duty Was Removed—His Speech From Hansard.

Continuation of Mr. Cockshutt's speech on the Tariff.)

An hon. Member: What about these?

Mr. Cockshutt: If I remember correctly, from 80 to 90 per cent. of our product goes to Great Britain and they know good cheese when they see it. Canada is producing good cheese, and the result is that it goes over the water. If my hon. friend will think over this matter before he comes down next year I think he will come to the conclusion that the policy which he enunciated to-day is not the right one. The right hon. the leader of the Opposition has said: "The policy that I give you at this moment is free implements and free food—and you can change it the next moment if you do not like it. I would advise my hon. friend to change it the next moment, because he can get a better policy." A policy for the moment is no good, no matter what it embraces. We want a policy that will remain for years; we want a policy in which capital will embark itself. If hon. gentlemen opposite are going to put down an industry as soon as it commences to grow, then they are going to ruin all confidence in Canada and in Canadian enterprise. The attitude taken by the hon. member for Humboldt, and the hon. member for Moosejaw, is like the Irishman who was asked to help a policeman disperse a gang of lawbreakers. The Irishman said: "What shall I do? The policeman gave him a shillalah and these instructions: 'Wherever you see

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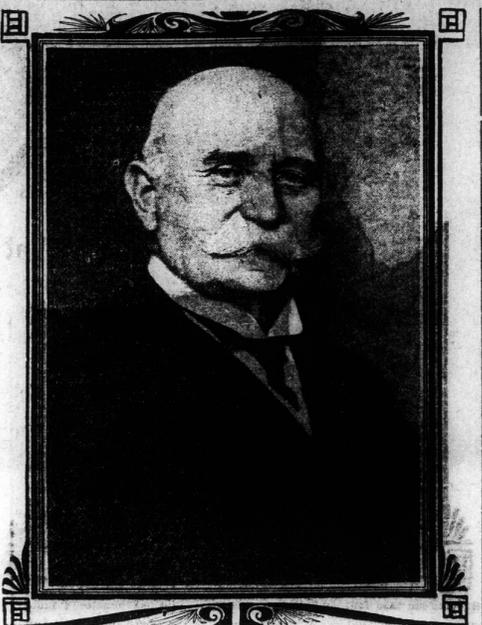
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canals, elevators or similar works? No matter whether we thought the country was going too fast or not, the East has stood nobly by the West all the way through, and we intend to do so in the future; but we ask the West to remember us, that we are mortals, too, that we have our ups and downs. This is no time to begin to pull down; it is a time to plant and to build, not to pull down and to destroy that which, by great thrift, the investment of capital and the employment of great brains and skill has brought Canada to the proud position of being able in some matters to cope with the world. But we cannot do that unless we stand together. We want in united policy for a united people; we want to hold together, the East and the West, the West and the East; the policy for all and the greatest good for the whole Dominion of Canada. If we will stand for that we may yet weather what I consider a condition of financial stress at the present time. I have not come into the financial aspect of the budget as I had hoped to, but I see that my time has almost passed. It is a time for caution. It is largely the legacy that hon. gentlemen opposite left that is responsible for the need of caution. It is like receiving a bequest on which the death duty is larger than the amount of the bequest. I refer to the railway legacy which our hon. friends opposite left. It was a tremendous legacy, enough to crush any smaller man than the present Minister of Finance. The Finance Minister seems to be able to bear almost any kind of burden on his shoulders, but a smaller man would have gone down under the crushing weight of our friends' legacy. For what? In order that we may bring down the products of the West to the East and the seaboard over our own railways.

Only the other day the right hon. leader of the Opposition became eloquent in rehearsing a speech which he made in 1903 in which he said: "May Heaven grant that we are not too late in building this great transcontinental railway up by Hudson Bay so that our American cousins cannot get at it, far remote from the boundary, to carry our products over our own territory, every inch, to the eastern seaboard." And yet it was but a short time ago that hon. gentlemen opposite proposed a policy that would have meant the death of the Dominion of Canada, absolute death. Policy for the moment, you say. Policy for the moment is not good enough; we want a policy that is going to live, a policy that is going to get the confidence of the people so that they will invest their money in our enterprise. You can't have railways for to-day, and, before they are quite finished, say: It is good policy to divert all this traffic to the south. What are these railways for? For what have these hundreds of millions of dollars we have squandered on these railways been spent if not to carry the products of the western farmer down over our own roads to our own ports, St. John, Halifax, Quebec and Montreal? That is the policy we presumed hon. gentlemen were going to support; but in a moment of weakness they have gone away to other things and would divert this traffic and send it south of the line and leave these railways to trundle along with empty cars. How in the name of all that is practical could you hope that freight rates would be reduced on roads that cost an enormous amount but from which most of the traffic was afterwards to be diverted to foreign countries? The whole thing is too silly, it is not worthy of the serious attention of commercial men or men who want to build up the Dominion of Canada.

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I ask my hon. friends to think over a policy, now that Easter is coming. Easter is at hand, they will have time to spar for wind. Let me advise them to devise a policy. Do not get one that is just for the moment, but get one that you are going to stay by, not only for this session, but for next session. Go to the people and if you can devise a policy that is better than ours we may adopt it; but let it be a policy for more than a moment, because a moment is not long enough to test a policy. My hon. friends opposite have had a good many trade policies in their time that have not lasted very long, and I suppose that unless Heaven gives them more wisdom than they have had in the past we are going to have a repetition of that course. But I do beseech of them as patriotic citizens—and we know they are that—to devise a policy in the Easter holidays and then to refer what they are going to do. If they will tell him that they have got something better than he has, as a man of shrewdness and brains, will probably adopt it next time! But I doubt if they will be able to find any flaw in the programme laid down or show how it can be improved upon. I think the junior member for Halifax was well advised in not moving or putting on Hansard those two or three resolutions which he was supposed to have up his sleeve yesterday, but which never came down. I do not think they had been sufficiently thought over, and I hope that the Easter holidays, with the attendant religious services which it is to be hoped my hon. friends will attend, will put them in a better frame of mind to bring down a policy that will command the respect of the people of Canada.

There are several other questions which I wished to discuss, but the time of adjournment has almost arrived. There is, however, one subject to which I must briefly refer. I regret the attitude of our own side in regard to a great question that it now seems probable will not be dealt with this session that is the matter that engaged so much of our attention last year—a contribution for the British navy and the upkeep of the empire's defence needs. I regret that the Finance Minister and his colleagues have not been able to bring down in the estimates at least one-third of the amount we had proposed last year to contribute. Hon. gentlemen opposite I think, will admit that we should have acted last year, that it was an unfortunate thing that their Senate should have turned down a policy which I commend myself I believe, to the large majority of the people of Canada, a policy that the people of Canada favored and would have been only too glad to have seen immediately put in force by both parties. I would like to see my hon. friend the leader of the Opposition join us for once in a great common contribution. That would be very much valued by Great Britain and all the other overseas dominions and it is something which is long past due. We could have afforded to send the money over last session when the bill came up and that would have let Great Britain know that we were willing to take up at least a little of the white man's burden in that part of the empire. Unfortunately the bill was killed in the Senate. Our good friend the Hon. G. W. Ross lately passed away—a great man from the province of Ontario, who, during his time did many very valuable deeds and great acts and was considered to be an imperialist of the imperialists in many respects—unfortunately in this particular case got side-tracked by some influence that has not yet been fully explained. Whether it was the influence of the leader of the Opposition or others of his party I do not know, but I consider that the Senate of the Dominion of Canada in their own interests and in the interests of the country never made a greater mistake than they did under the leadership of the Hon. G. W. Ross when they turned down last session the proposal to give \$5,000,000 towards the British navy. We all know what we owe the mother country and whether we are going to be independent—as my right hon. friend opposite hopes—or a self-respecting part of the overseas dominions, I believe the

people of Canada from one end of the country to the other, feel that we should do at least a little towards bearing the great burden of our overseas mother. I regret that we have not been able to grapple with that question this session. With the overflowing treasuries of the past few years we could easily have sent that amount where it will be sent in the near future. As a humble Canadian who occasionally goes to the mother country, I feel almost ashamed to step on the wharf at Liverpool while we are doing all the talking and none of the acting—while we are making promises of loyalty, promises of support, and giving everything in the way of encouragement by word but in deeds not a cent. I say I regret that, but I cannot see that the government are responsible for this condition. They probably felt that the Senate would again throw out the measure and, therefore, it was not proposed. I hope that in the near future—I say this in all sincerity—the people of Canada will unite in contributing either men, money or ships, or in some other way help the mother country who has for years been staggering, and is still staggering under an almost more than human load of taxation. We as men are well up. We have a good many of this world's goods and could well afford to pay our share in relieving Britain of this weary load, and I hope that we shall not long continue to occupy our present position. For my part I could wish that \$15,000,000 or

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\$20,000,000 of our surplus this year had been put in the estimates in order that we might catch up a little on the payments long over due. I know Mr. Speaker, you wish to call it 5 o'clock and as I have about concluded my remarks I will not weary the House any further.

On motion of Mr. Carroll the debate was adjourned.

VANESSA

(From our own correspondence)

Mr. and Mrs. John Tallman of Aylmer, spent a couple of days last week with Mr. and Mrs. John McNelles.

Mr. A. Calver of Simcoe was through here on business last Tuesday.

Mr. and Mrs. S. D. Arthur and little son, spent Sunday with her parents here.

Will and Mrs. Walker and children spent Sunday at Teeterville.

Misses Clara Taylor and Alma Bartholomew of Vanessa, visited Kelvin school on Thursday.

Mr. E. S. and Mrs. Birdsell visited friends in Delhi on Sunday.

Mildred Howe was the guest of Claryn Henry on Sunday and also attended church at Kelvin with her.

Mrs. J. E. Lewis of Selkirk, visited her parents here Monday.

Mr. and Mrs. Morgan House of Simcoe, are spending the Easter holidays with relatives here.

Hubert Hare of Northfield, spent Sunday with his uncle.

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