

A NEW EMBLEM OF CANADIAN UNITY

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be my own personal preference that I will allow to prevail in the end. I will be attempting to make a choice not for myself but for Canada.

"What we need is the spirit that guided the Fathers of Confederation before 1867. Sir John A. MacDonald had been an out-and-out Tory but for the sake of Canada gave up his Toryism and lead the combined Liberal and Conservative Party into Confederation. He gave up much more with respect to his personal attitudes and outlook. George Brown, the 'Clear Grit' put aside his narrow Western Ontario agrarian point of view and his militant anti-Catholic position in order to make his great and permanent contribution to the creation of the Canadian nation."

My House of Commons colleague went on: "I, myself, have always supported the Canadian Red Ensign as the flag of Canada. But if there happens to be presented to Parliament a flag that I believe would be more representative of Canada and Canadians as a whole, especially when looking into the future, I will be giving it every consideration to the extent of supporting such a flag if need be."

"As to my personal background, I am descended from United Empire Loyalist families, two of whom gave up all their personal possessions to live within the British Empire. I also have an abiding interest in every facet of this country's history. Nevertheless, I am determined that when the time comes I will take a long objective look at the flag question, supporting what I believe to be in the best interests of a united Canada, not only for today but for tomorrow and far down the future's broadening years."

That I believe to be an honest and wise position to take.

No one would deny that we have a responsibility to the past. But we have also a greater responsibility to the present and to the future. Moreover, our responsibility to the past will be best fulfilled by being true to its real substance and meaning.

FURTHER SUPPORT FOR NEW DESIGN

May I quote the words of Premier Stanfield of Nova Scotia in this connection, on April 6 last:

"Surely, however, it is not necessarily patriotic for me to insist that something I value highly must be adopted as a national symbol if it is objectionable as a national symbol to a large number of Canadians. Surely the Canadian thing for us to do is to find symbols which are mutually acceptable. Let us emphasize what we have in common. Surely we can have a national anthem and a flag that unites Canada."

In the same spirit the Canadian Chamber of Commerce not long ago adopted the following resolution:

"That the Parliament of Canada formally adopt and authorize a distinctive national flag,"

because, as the resolution said, "A distinctive national flag would be a strong, unifying influence, consistent with the status of full nationhood."

But I want to add that, while I am concerned about this whole question of national symbols, national anthem, national flag, and all they mean to our country, I am even more concerned with making Canada the kind of country — with freedom, economic security, social justice and opportunity for all — over which we shall be proud to have a flag fly.

People are more important than emblems.

In the many letters I receive, in the debate going on across Canada today, there is a kind of yearning by Canadians for greater national unity and the pride, confidence and strength that comes from it.

I believe it is for us who knew the fervour and learned the sacrifice of patriotism when we answered the call to arms in the First World War and in the Second; it is for us to give those who follow an answer to their questioning; to give a lead to young Canada to ensure a future which will be worthy of our past, one beyond the most glowing dreams of the present; a future in which Canada will be solid in its foundations, firm in its federal unity; strong in the loyalty it received from its citizens; a land which we are privileged and proud to serve and for which we are willing to sacrifice — as those men served and those men sacrificed — whose memory we honour tonight at this twentieth convention of the Royal Canadian Legion.

SEAWAY TRAFFIC IN APRIL

Cargo tonnage carried through the St. Lawrence Seaway in April showed an increase over that for April 1963 of 74 per cent. The Welland Canal opened on March 29 and the Montreal-Lake Ontario Section on April 8, a week earlier than in 1963.

On the Montreal-Lake Ontario Section, 1,289,000 tons of cargo moved upbound and 1,611,000 tons downbound, for a total of 2,900,000 tons. April's total for 1963 was 1,649,000 tons. Welland Canal traffic followed a similar pattern. The total of upbound cargoes for April 1964 amounted to 1,316,000 tons, and of downbound traffic to 2,084,000 tons, for a total of 3,400,000, an increase of 73 per cent over the 1,960,000 tons carried in 1963.

WHEAT AND OTHER GRAINS

Wheat formed a major part of the downbound traffic, exceeding 1,000,000 tons on the Montreal-Lake Ontario Section, compared to 514,000 in April 1963. Welland cargoes showed 860,000 tons of wheat this year compared to 425,000 last year. In addition to the wheat traffic, there were 250,000 tons of other grains downbound through the St. Lawrence Section and 300,000 downbound through the Welland Section. This indicates a general increase for both wheat and grain of 62 per cent through the St. Lawrence and 63 per cent on the Welland Canal.

Iron ore showed upbound traffic of 865,000 tons through both the St. Lawrence and Welland Canals. The figure for April 1963 was 400,000. An additional 100,000 tons of iron ore were downbound through the Welland Canal from United States ports to Hamilton.

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