

ADDRESS IN REPLY TO THE SPEECH
FROM THE THRONE—*Con.*

the back-bone of national life in the world to-day. Not only Canada's present condition but her future requires that we have a naval power in this country, 429. We ought to be able to build not only a navy but the merchant marine we require in Canada. We have everything necessary. All that is wanted is for the people to take advantage of the opportunity. Question of the navy while great, is a question of the hour compared with that of transportation, 430. We should adopt the American system and appoint expert council to enforce the law and fight the battles of the public before the Railway Commission, 431. Greatest defect of the Railway Act is that it lacks definitions. Cites definitive clauses of the Railway Act. While the Act says there must be no discrimination against localities, the great grievance of the West is the discrimination against the West because it is the West, 432. If we wish to benefit the West, we must realize it is to be our duty to put into the Railway Act that there shall be no discrimination against the West or any other portion of the country, 433. The railways of the West are not struggling railways, 434. If we once put into the Railway Act a definition as to what the maximum passenger rate should be it would be an easy thing for the Railway Commission to say what was a fair charge, 435. To make the Railway Act effective parliament must insert certain definitions which should have been in the Act long ago. The day has come when we should have state-owned telegraph lines and we should now take the lines over from the railways. We are at the mercy of a great monopoly which will never be broken until we undertake to start a state line in connection with the Post Office, 436. We should start immediate competition by parcel post with the express companies so as to give immediate relief. The classification of freights. Another way of regulating the railways is to extend the system of state-owned roads, 437. We own a railway to-day and we ought to put it in touch with Ontario and the other provinces, 438. We must bring the railways before this House and ask them to justify their conduct in respect to excessive charges, 439. The Canadian people are being put into slavery in the interests of foreign capitalists, 441. Sir Thomas Shaughnessy is elected by foreign shareholders, and large blocks of the shares are syndicated in Holland and Germany, 442. The things that were given to the C.P.R., the lands and hundreds of miles of completed railway, were given for the benefit of the undertaking, and not to benefit themselves, 443. The cement industry of Canada controlled by a man who effected a merger of the cement factories,—Result unfortunate for the people who have to buy from the merger, 444. These high-fliers in finance have demoralized the ordinary investor, the

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result is, the rate of interest has gone up the world over, 445. I am a protectionist and yet if protection is to be used for the justification of stock-watering, the day cannot come too soon when we shall have a tariff commission to investigate. Men of high finance must be taught that the people of Canada are not to be exploited by them, 446. Parliament must find a cure, 447. Duty of Canada not to allow these franchises to pass to any corporation. We want to reserve all that water-power for our heat and for our industries 449. I would like to see the leadership in regard to all these questions taken by the government of the day, 450.

Macnutt, Thomas (Saltcoats)—162-3.

Would be a good plan for Dominion Government to set aside portion of Northern Manitoba so Manitoba could have a second Siberia to send their political prisoners to, 164. Relates his experience in MacDonald. Quotes statement of Sir Rodmund Roblin, 165, 166. Quotes interview with press representative, 166, 167. Quotes from speech of Mr. Rogers. Reads comments of 'Northwest Review' on Sullivan arrest, 168. Accusations made of hordes of workers from Saskatchewan. Reads letters from Richardson Committee to Sir R. Roblin, regarding alleged presence of crooks in MacDonald, and arrest of Sullivan. Reads statement from Rev. A. Genitsma, a priest as to Sullivan's good character. Stronger evidence than any that has been produced on the other side. Nothing to apologize for visit to MacDonald, 170. Every one pleased to have an opportunity to strike a blow for better markets for Manitoba and the West. Reads declaration made by Sullivan, 171-177.

McKay, James (Prince Albert)—288.

There is much in the Speech from the Throne to commend itself to the people of the Dominion, 288. Governor General's tour will result in great benefit to the Dominion and particularly to the West. Gratifying to see that the administration has confidence not only in the country, but in its citizens also. None of the satisfactory conditions indicated in the speech, appeal to the opposition, 289. Promises made by the administration and Mr. Oliver's statements, 290. The question of the construction of the Hudson Bay Railway has been in politics since 1897. It was one of the principal planks in the Liberal platform during whole time they were in power, and yet nothing was done, 291. Hon. gentlemen went out of office in 1911, and the first sod had not been turned. If we look into the history of the dealings of the Liberals with public questions while they were in power we find that their claims are absolutely without foundation, 293. Announcement that the contract has been let, and the work has been speedily carried on. Liberals announced that the