

land"—the avowed fiscal goal of Sir Wilfrid Laurier?

I do not require to dilate more on this point to show that whatever has been the policy of the present Government with regard to this matter, they owe that policy to the Liberal-Conservative party, and it is by following out the policy of that party that they are able to boast, as they do, of the happy position Canada has attained. That policy, whether discussed by the Minister of the Interior or by the hon. member for Lisgar is one, I am satisfied, the maintenance of which the people of Canada will demand in all its integrity, so as to give to Canadian industries that advantage to which they are entitled.

But what have these changes in that policy which the editor of the "Tribune" pointed out done for Canada? What has the taking off the duty on binder twine done for us? It has closed down the binder twine industry and nearly doubled the cost. What has the reduction in duty on barbed wire done except to destroy the Canadian industry and substitute for it the American? What has the reduction of one cent per gallon on coal oil accomplished? It has led to the transfer of a great and important national industry of Canada into the hands of an American combine and trust that wants to render extinct everything in the shape of a coal oil industry in Canada.

I want to give to my right hon. friend (Sir Wilfrid Laurier), who no doubt is quite sincere in thinking that it is his policy that makes the sun rise in the east and set in the west, a little evidence that Canada was just emerging into the sunshine of renewed trade and vigour when he assumed office. It is an old saying that it is better to be lucky than rich, and certainly hon. gentlemen opposite may plume themselves on being exceptionally lucky. They came into power at a time when we were just passing out of a condition of depression into a condition of unwonted prosperity, and I shall give the evidence. I find in the report just published for the year 1898 by the Canadian Pacific Railway Company the statement:

A much larger amount of grain from the North-western crops remains to be removed than ever before at this time of the year, and this, together with the most satisfactory agricultural and industrial conditions now prevailing in Canada, which are due in a great measure—

To the accession to office of the Liberal Government? Not at all.

—to good crops and good prices, and to successful mining, gives promise to a large spring and summer traffic.

If any person be so partisan as to be able to shut his eyes to the fact that we were not only just emerging from a condition of great depression into one of prosperity—that in Canada, in Europe, in England, Australasia and the United States, every-

where this was evident—but that we had besides the good fortune to have exceptionally good crops and instead of the farmer being compelled to take a poorer price for his produce the price was doubled, so that he was practically made rich and the whole country benefited. I give to him these facts, which we cannot suppose the people are ignorant of, nor the fact that the great mineral discoveries in Nova Scotia, Lake of the Woods district, British Columbia, Northwest Territories, Yukon—these enormous gold discoveries poured millions of capital into our country within the past two years. When I heard the eulogium pronounced by the mover of the Address upon British Columbia, my mind was carried back to the time when, standing on the other side of the House, as Minister of Railways, I was fighting to carry the contract for the construction of the Canadian Pacific Railway that would give us communication from the Atlantic to the Pacific, and I was opposed by a very able and distinguished gentleman, standing where I now stand—Mr. Blake—who demanded: What object is there in saddling this country with an enormous expense for the purpose of making a railway to British Columbia, which is only a sea of mountains? It was a sea of mountains; but it turns out that that sea of mountains, as the hon. mover of this motion has declared, bids fair not only to rival, but to surpass, many of the most important provinces in this Dominion by reason of the splendid mineral wealth which is now being developed there.

But, Sir, I give the right hon. gentleman another evidence, if anything more be wanted. In 1892, the gross earnings of the Canadian Pacific Railway were almost \$21,500,000, and in 1894 they had dropped to about \$18,750,000. Was that drop due to legislation or to any action of the Government? The right hon. gentleman knows that these things had nothing whatever to do with it. He knows that it was a question of crops, a question of commercial depression in 1894, and that, whoever had been in power in that year, the result would have been the same. In 1895 the gross revenue of that road was \$18,941,036, and the net revenue about \$7,480,950. In 1896, before the right hon. gentleman's policy could have had any effect, the gross revenue rose to \$20,681,596, and the net revenue to \$8,107,581. In 1897, with the good crops and the greater mining development and the increased capital brought into the country, in fact, with the wave of prosperity that was passing over this country, as it passed over the neighbouring republic, the gross receipts went up to \$24,049,334, and the net revenue to about \$10,303,775. In 1898 there was a further increase to \$26,138,977 in the gross revenue, and \$10,475,371. I am sure the right hon. gentleman will not claim that he put all this money into the pockets of the shareholders of the Canadian Pacific Railway. If he does not,