

For the sake of the mining interest they took power to have all the smelting for British Columbia done within British Columbia—took it with a flourish of trumpets. The power remains there, but the hon. gentlemen have not exercised it. Since they took that power, a mine operated in Rossland has erected its smelter in Northport, south of the line, right in the face of the power these gentlemen took, and they have not stirred. They have done nothing for the mining interest, and yet the development of the mining interest is to-day the chief factor in the swelling prosperity of Canada.

The Yukon regulations are such that anybody who runs may read them. Three times, at least, they have been changed, each time having been arranged evidently without consultation or proper knowledge; and they have had to be ripped in pieces and re-arranged when proper knowledge and representation were brought to bear upon them; and to-day they are in a position which is unsatisfactory in a very large degree to the mining community from one end of this country to the other.

What have they done with regard to the increase of trade? They have added no vessel to the carrying fleet on the Pacific. They found it there when they came into power, the work of their predecessors. They have added none to the West India route; they found a good line of steamers there when they came in. They have added nothing to the Atlantic service; but they have done this. They found a contract for a first-class service on the Atlantic which, had it been carried out, would have given a first-class service within two years. They tore it up. They gave into the hands of one of their practical men the authority to get a new contract. Two years afterwards there is no more certainty of its being got through their own brokers, than there was at the time they tore up the Allan contract and essayed a new attempt. So, Sir, you may go through the whole piece. When you ask yourselves what they have done, the answer comes back again: whatever good they have done, they have done because in trade and fiscal matters they did not carry out their pledges; whatever harm they have done, they have done because they did carry out their pledges. They have been wise enough to carry out and extend those measures with regard to agricultural products, immigration and the canal system which were parts of the settled policy of the late Government, which were instituted in most cases and carried on by them. But, Sir, I think the sublimity of nonsensical oratory was reached by my right hon. friend, when, raising himself to his full height, he declared that the historian of the future would jump from 1867 to 1897. What historian? The true Grit historian who wants to shut his eyes to every good in his opponents and

every fault in his friends. Yes, he would like to skip the period between 1867 and 1897. He would like to skip the disastrous record of a Grit Government from 1874 to 1878. He would like to skip, for the credit of his party, the record of an Opposition, which for seventeen years fought every progressive measure, beginning with the National Policy, ending by getting into power on their opposition to these measures, and after they got into power, turning round and embracing every measure which they had cursed for seventeen long years. The Grit historian would like to skip that period, but for any man of light and leading to stand before a House like this and a country like Canada and declare, in his elation and self-gratulation, that because he was now Premier, in 1897, the future historian of this country would skip the period from 1867 to 1897, is to present a spectacle of self-complacency and personal vanity unique indeed. The historian, he coolly tells us, would skip all that splendid development of prosperity, nationality and industry, which has had no parallel in any country; he would skip the additions of territory—Prince Edward Island, British Columbia, the North-west Territories, none of them would be worth mentioning—and yet the possession of this united territory is our warrant for our credit as it stands and our prospects for the future. He would skip the building of those splendid arteries of commerce—the Intercolonial Railway, the Canadian Pacific Railway, and the canal system of this country, including the "Soo" Canal. No historian, the right hon. gentleman calmly assures us, will consider those worthy of a paragraph. In his anxiety to reach the period when the right hon. gentleman became Premier, he will be silent as to all these. The rise and progress of the varied industrial life, which has lifted this country from the plane of a pastoral, and fishing, and lumbering community to that of a great country able and sufficient to carry out the improvement of its natural sources, and to lay tribute upon every great country that supplies raw material, by bringing that raw material to its own shores and with its own brains and its own muscle, making it up in Canadian factories and Canadian workshops. All that would be skipped. Those splendid ocean routes which to-day carry commerce between us and the east—a rapidly increasing commerce—and carry our commerce to various other ports of the world—no mention of these by the historian in his eagerness to reach the period when the right hon. gentleman became Premier. All this splendid history of the welding together of scattered provinces into a premier confederate colony—all this, in the hon. gentleman's mind amounts to nothing. The historian would have but one object in his eye—the Laurierian period, commencing in 1897. Sir, I think that the historian of the future, as the historians of