

April 1, 1873

of the Dominion? Just look at the debt contracted by the municipalities, which he contended had reached no less than \$30,000,000.

He reminded the House of the random guesses of the late Finance Minister, which were called by the name of estimates and which sometimes fell two and three millions short of the actual amount necessary. To prove to the House that the assertion of the increased expenditure of the Government was fact, he pointed out that during the time of Sir John Rose, it was \$8,000,000 less per annum than at present, and during the last four years there was an increase of 66 per cent. He commented on the financial policy of the hon. member for Vancouver (Hon. Sir Francis Hincks) and the commercial crisis which took place in consequence. That hon. member had left the country in time to escape from an outburst of public feeling. He had retired from Government this time over the splendid ruins of the Grand Trunk Railway, Municipal Loan Fund Scheme and Bank of Upper Canada.

Hon. Sir FRANCIS HINCKS denied having any connection with the fall of the Bank of Upper Canada, and said he would be prepared to explain his connection with the Grand Trunk and Municipal Loan Fund at the proper time.

Mr. YOUNG (Waterloo South) said the hon. gentleman, as Premier of the country at the time, was at least indirectly responsible for the failure of the Bank of Upper Canada. (*Cries of "No, no"*.) The debt of the country, he said, would soon amount, according to the calculation of the Minister of Finance (Hon. Mr. Tilley) to \$140,000,000, and he thought the sources of revenue upon which the Ministry counted for meeting their proposed expenditures were very chimerical. He contended that in reality the debt of the country would soon assume the handsome figure of \$300,000,000. Wait till money would begin to leave the country, as it unquestionably would, once the construction of railways—from which a false revenue was now obtained—was consummated, then he was afraid that with a large expenditure, the finances would be reduced to the positioning which they were in the days of the old Province of Canada, and it would be fortunate if it did not ultimately injure the progress and prosperity of the country. (*Cheers.*)

Mr. GLASS felt that if he were to remain quiet after the charges which had been made against Hon. Sir Francis Hincks, he would not be discharging his duty to his constituents, and would be allowing a sentiment to go abroad in Upper Canada which was not true. The people of Western Canada justly believed that to no one were they more indebted for the carrying out of the Municipal Loan Fund, the Grand Trunk, and other vast improvements, than the hon. the ex-Finance Minister. The Government, of which he was a distinguished member, had exceeded the promises which they made when Confederation was brought about. That hon. gentleman (Hon. Sir Francis Hincks) had been charged with the later financial stringency. He was as much responsible for this as he was for the

tightness in the money market which had prevailed in the United States and Great Britain.

Merchants and others would remember with pleasure that Hon. Sir Francis Hincks had been the means of organizing a circulating medium which had given thousands and thousands of dollars to the people of this country. He (Mr. Glass) felt it his duty, as an Upper Canadian, with strong patriotism, to express his entire disapprobation of the attempt to throw odium on the ex-Finance Minister and on the distinguished leader of the Government. (*Loud cheers.*)

Mr. CARTWRIGHT hoped that the Minister of Finance, who had just made his first budget speech, would leave no such monument to his memory, if he raised the good opinion of the country. (*Laughter.*) He criticized the financial policy of the Government; and, though he was not prepared to say that the public expenditure could be made much less, he was afraid it was at least as great as it could safely be made.

Mr. THOMSON did not rise to complain of what the Government had done, but of what they had not done. (*Hear, hear, and laughter.*) They took the thing too easy, and thought the machine would run itself. He contended that the circulating medium must be increased before any of the public works, entailing great expenditure, could be proceeded with. Gentlemen on the Government side of the House said the Pacific Railway must be built, and hon. gentlemen on his own side said the same; but he submitted that it could not be built under present circumstances, and that it would not.

He thought too much stress was laid upon the question of immigration, and that more attention ought to be paid to the development of local wealth and manufactures. Before a railway could exist successfully there must be at both ends of it a large and increasing trade, and he considered that plenty of local railways ought first to be built in the several provinces before building the Canada Pacific, so that something by way of traffic might be in existence for it when it was built.

He contended that no Government and no Ministry had a right to use the public money in building a railway or any other public work for the benefit of any individual or any company—it ought to be expended on works that would become public property. Who ever heard of a country giving its navy or its army to any company? And this railroad was of quite as much importance to this country as an army or navy. He had lately been in London, and from his own experience he was enabled to assure the House that not a dollar would be raised for the Pacific Railway in a legitimate manner. (*Hear, hear, and cries of Oh! Oh!*)

Mr. PATERSON complimented the Finance Minister on the manner in which he had delivered this budget speech. He contended that the cry of the Ministry on the stump during the late elections in the western provinces was protection pure and simple for the purpose of enriching the farmers and manufacturers. This he said