

national debt in the year 1913-14 they had to increase it by over twenty-one million dollars. If we compare the expenditures on capital account in those two years 1912-13, and 1913-14, we may have some idea as to what extent the Government has been called upon to provide money to meet these commitments to which they fell heir as successors of the late Government? Taking the money expended on capital account for the year 1912-13, we find that the Government paid out:

	Amount paid on Capital Account.	
	For the year 1912-13.	For the year 1913-14.
National Transcontinental railway .. ..	\$13,767,011	\$12,670,100
Quebec bridge.. ..	1,512,825	2,604,105
Hudson Bay railway..	1,099,063	4,498,717
Intercolonial and connected railways and miscellaneous .. ..	2,406,987	4,347,999
Prince Edward Island railway.. ..	103,001	129,574
Canals.. ..	2,259,257	2,829,661
Public Works.. ..	6,057,514	10,100,016
	\$27,205,661	\$37,180,175

For the National Transcontinental railway over \$13,000,000. For the Quebec bridge, \$1,000,000, for the Hudson Bay railway \$1,000,000, the Intercolonial railway and connected railways and miscellaneous \$2,000,000, to the Prince Edward Island railway \$103,000, for the canals \$2,000,000, for public works, \$6,000,000, making a total for 1912-13 of \$27,000,000 paid out on capital account. In the year 1913-14 they paid to the National Transcontinental railway \$12,000,000, a million less than the year before. For the Quebec bridge they paid out \$2,000,000 which would represent one million more than the year before, so that on those two items they were about even. For the Hudson Bay railway they paid \$4,000,000, but hon. gentlemen will remember that the Government have said all along that they are as much committed to the Hudson Bay railway, and they are as anxious to see it completed as the late Government, so that they cannot complain on the score that they had to pay out in 1913-14 some \$3,000,000 more than in 1912-13 for the purpose of bringing that road to completion. Then we get to the Intercolonial railway and connected railways and miscellaneous, for which they paid out on capital account \$4,000,000; to the Prince Edward Island railway they paid out \$129,000, canals \$2,000,000, and public works \$10,000,000. Hon. gentlemen will see from those figures that the increase on the Intercolonial rail-

Hon. Mr. BOSTOCK.

ways and connected railways was over \$2,000,000, and on public works over \$4,000,000, so that the increase of \$6,000,000, there was due, not to any expenditure that was put upon the shoulders of the present Government, owing to the action of their predecessors, but due entirely to the action of the present Government themselves. This, I think, to some extent refutes the statement made by the Government that the increased appropriation they are called upon to make is due to the action of their predecessors. The other day, in giving a few figures to the House, I tried to show, in dealing with these questions of the expenditure of money from the Consolidated Fund, that in that case also the expenditure was largely due to the extravagant way the Government had been dealing with the administration of the country. Then, if we look for a minute at the money paid out by the present Government under the heading of railway subsidies, we find that in the year 1913, this Government paid out for total railway subsidies \$4,935,000. For the year 1914 they paid out \$19,036,000, and that, when compared with the largest amount paid out by the late Government during the time they were in office for subsidies to railways, namely \$3,201,000 shows a very considerable increase, not attributable in any way to the action of the late Government. We may further take into consideration for a few minutes the way the trade of this country has been moving for the last few years. The trade of Canada has been increasing considerably. If it shows that the country is prosperous no one will take exception to the trade increasing but when we take the total exports and imports of the country we find, taking the same years as I have taken for the receipts and expenditures, that the total exports, the total imports and the grand totals are as follows:

	Total Exports.	Total Imports.	Grand Total.
1896 ..	\$121,013,852	\$118,011,508	\$239,025,360
1901 ..	196,487,632	190,415,525	386,903,157
1906 ..	256,586,630	294,286,015	550,872,645
1911 ..	296,196,365	472,247,540	769,443,905
1913 ..	393,232,057	692,032,392	1,085,264,449
1914 ..	478,997,928	650,746,797	1,129,744,725

Hon. gentlemen will notice that whilst the total trade of the country in the year 1914 had increased over that of the previous year by \$71,000,000, the exports for the same period had increased by \$84,000,000, and the imports had decreased by \$41,000,000; we therefore find that in consequence of this decline in the import trade of the country in the year 1914 the revenue has