

received by the government has amounted to \$742,000,000; for a like period preceding the accession of the present government to office, the amount received by their predecessors was \$438,000,000, leaving an excess which these gentlemen received during a like period of over \$304,000,000, and yet notwithstanding the fact that the present Liberal administration had received \$304,000,000 more during a like period than their predecessors, we find our debt increased by nearly \$50,000,000, with an immediate probability of that debt running at least up to \$450,000,000; and notwithstanding the fact that during that period loans had fallen in representing \$80,000,000, yet with the receipts exceeding \$304,000,000, over the receipts of their predecessors, they did not retire one dollar of the debt, but had increased it to the amount I have indicated. It is therefore not surprising that the government should make reference to the financial depression, and I have no doubt that this financial depression which has been so graphically described in the address will do service to the government, for some time to come as the ostensible reason why the finances of this Dominion, are in the unfortunate position in which to-day we find them. It might also not be out of place that we should give a little further consideration to what I claim to be the reckless extravagance of my hon. friends in administering the financial affairs of this Dominion. We are here as business men. The financial interests of this Dominion, concern me as well as they concern my hon. friends opposite. We all have a like interest, and it is the high and patriotic duty of every public man in Canada as well as every citizen of Canada, that he should insist upon a proper expenditure of every dollar of the public moneys, to the same extent that he would exercise prudence and caution in expending his own money. Grouping the section in the address to which I have referred with two or three others, will involve an investigation, cursory though it may be, as to the expenditure of the administration of the government with reference to certain other departments of the public service. I observe a clause in the address indicating that the government intends taking action as to

the purchase of several branches connecting with the Intercolonial Railway. The paragraph states:

In pursuance of an announcement made during the concluding session of last parliament, a commission was appointed to examine the various lines of railway connected with the Intercolonial railway and which might become valuable feeders thereto. The report of this commission has been received and will be placed before you.

There is an old saying that whom the Gods would destroy they first make mad. It seems to me if the present government were bent upon the destruction of the Intercolonial railway, they could scarcely conceive of any more effective way of destroying its usefulness than the policy now being pursued. This proposed movement of the government in considering the acquisition of further branches is along the same lines. Since the accession of my hon. friends to office, we find the deficit up to 1906 in round figures of \$3,000,000 and a capital expenditure of \$23,500,000. By a proper investigation of that expenditure we would of necessity come to the conclusion that the deficit was very much larger than the \$3,000,000, which has been represented in the blue books.

My hon. friends will remember that some few years ago there was an interesting discussion not only in parliament but in the press as to the manner of charging up maintenance and betterments to capital account on the Intercolonial Railway. Be that as it may, we have a deficit and expenditure in the management of the Intercolonial Railway of over \$26,000,000 since my hon. friends assumed the reins of office. Not satisfied with destroying the reputation of the road, as a railway enterprise, they proceeded to construct the National Transcontinental Railway system paralleling the government highway, at a cost for the section from Winnipeg to Moncton, including the Quebec Bridge, of \$200,000,000. We have the government coming down during the present session indicating that they propose to acquire certain additional lines of railway in connection with the Intercolonial Railway system, notwithstanding that they have during the last ten years had a deficit of \$26,000,000 in the operation and capital expenditure of the road. I should like to as-