

cessors. My hon. predecessor (Sir Richard J. Cartwright), who, I regret, is not in his seat, thought proper, as on former occasions, not to meet fairly and argumentatively my case, but by sneers and insinuations; and were he present I would feel constrained to make some remark upon his course of dealing with my statements, although my hon. friend the Minister of Railways dealt with him on that occasion in a manner highly approved on both sides of the House. I will, in his absence, Sir, defer any special reference to him until I come to my closing remarks, when he may be in his seat; and I will, therefore, at once proceed to the consideration of the subject on its merits. In the discussion that has taken place, it has been stated, with reference to the financial affairs of the Dominion, that the Estimates of expenditure submitted for the next financial year are largely in excess of any previous Estimates submitted to this House, and gives evidence of extraordinary extravagance in the present Administration. It has been stated that the debt of the Dominion of Canada has been increasing to a very remarkable extent since the year 1873 down to the present time, and it warrants the most careful consideration, not only of the Government, but every member of the House, and is alarming in the extreme. It has also been said that the taxation of the country in 1867-68, the first year of Confederation, was much less than at present; and I desire to show what that increased taxation really is, and what has led to that increased taxation. I desire also to state what our prospective expenditure for railway purposes will be during the next ten years, and the prospect of being able to meet that expenditure. Having dealt with these, I then propose calling attention to the arguments and statements made with reference to the working of the Tariff during the past twelve months. In the first place, I will deal with the Estimates for the next year, which have been declared excessive. As far as the proposed expenditure is concerned, I purpose proving that, taking into account new expenditure, additional expenditure of an entirely new character, the expenditure proposed for next year is less, as far as controllable expenditure is concerned, than in any year since 1873. The

estimated expenditure for next year is \$25,207,203, which includes \$200,000, the outside figure for Supplementary Estimates to be submitted, including provisions for public buildings in Manitoba. I proceed to compare that proposed expenditure with that of 1873-74: if we deduct from that expenditure of \$25,207,203 the increased interest on the debt, the sinking fund and subsidies to Provinces, amounting to \$2,294,883; if we deduct \$186,000 estimated expenditure on the Prince Edward Island Railway, as expenditure that did not exist in 1873-74; if we deduct \$500,000 for the section of the Intercolonial Railway between Moncton and Quebec, which was not operated in 1873-74, because it was not then opened; if we deduct \$200,000 asked for next year for the management and maintenance of the Pacific Railway, which will then be in operation, we find that we have a total deduction to make of \$3,180,838, leaving \$22,026,360 against an expenditure of \$23,316,316 in 1873-74. If we deduct from the expenditure of 1873-74, \$540,000 properly chargeable to railway construction; if we deduct drawbacks or refunds of duties improperly returned during that year; if we take certain other items, which do not properly belong to that year, the outside being \$1,000,000, you will find that, giving the late Government the benefit of that million, it will still reduce the expenditure for the next year in the items over which we have control, to \$22,026,000, as against \$22,313,316—a sum less, after making these deductions, than was expended that year. Then we come to the expenditure for 1874-75, for which the hon. gentlemen opposite certainly were responsible, and we find that, taking the Estimate of the next year, as before stated, as at 25,207,203, and deducting from that the increased interest and sinking fund, and the increased subsidies between 1874-75 and 1880-81, being \$1,418,428; the expenditure estimated on the Prince Edward Island Railway being \$135,000 more than we expended in 1874-75: deduct \$450,000 for the management of the Intercolonial Railway, that was not opened at that time, and also \$200,000 to be expended in the management and running of the Canadian Pacific Railway in Manitoba and you have a total deduction of