

in the country believed that if the policy the late government were bent on pursuing had not been checked it would have speedily crushed the people under an almost intolerable burden of taxation.

He was amazed at the temerity of the hon. member for Cumberland with reference to the Pacific Railway. He threw out charges to the effect that the present Government were in some way responsible for the failure of that scheme, but did he bring forward any proof of that? No, for the true cause of the failure of that scheme was because its enormous but uncertain cost frightened the capitalists of Europe, and the company was a bogus one, composed mainly of political favourites of the late Government. That scheme was a failure because the late Government went to the money markets of the world and asked for an immense money loan without having any proper surveys or estimates of costs to show to those from whom they wished to borrow. That scheme failed because there came to light transactions between the Government and Sir Hugh Allan which must forever reflect disgrace both upon the Government and upon that gentleman; and he (Mr. Young) said now, as he did last year on the floor of this House, that it was well for the people of Canada that that scheme did fail, for a wilder and more Quixotic scheme was never placed before an intelligent people.

This was not the time to discuss the Pacific Railway scheme of the present Government, but as the hon. member for Cumberland had seen fit to denounce it, he (Mr. Young) might be permitted to say a few words with regard to it. If he understood the utterances of the Premier aright, the Government proposed to make those portions of the railway which are more needed first—those portions which, in conjunction with our waterways, will open up the Northwest to settlement, and enable us to settle it most rapidly—that will open up communication with British Columbia and enable us to settle that country rapidly and that after that the Government would soon go on and build the railway from ocean to ocean as soon as the circumstances of the country required it and our finances will admit. He held that this was a practical, common-sense scheme, and that during the late elections it did much to give the Government that overwhelming strength they now had on the floor of the House.

The hon. member for Cumberland had charged the Government with a breach of faith to British Columbia. Well, if so, he (Mr. Young) held that it was because the hon. gentleman's Government made a pledge which rendered that breach of faith inevitable. Nothing would have been easier than for the present Government to say, "We will construct the road in seven years," and then do as the Government to which the hon. gentleman belonged did—break their promise. He (Mr. Young) contended that in view of the fact that we have been six years in constructing the Intercolonial, and have not yet got it finished, it would have been simply deceiving the people of British Columbia for the present Government to have said they would construct the road in the time stipulated. He might say to those gentlemen who were here from the Province of British Columbia, that if this Government had proposed to abandon the Pacific Railway, he, as one of the

representatives from the Province of Ontario, would not have sustained them in the proposition.

British Columbia was deeply interested in this line of railway; but she was not alone in being interested. Ontario was deeply interested in it; Quebec was deeply interested in it; every one of the Provinces was deeply interested in it; every patriotic Canadian was interested in it. He believed everyone was deeply interested in this railway who wished to see the people of these Provinces blended into one great Canadian nationality. But he had never hesitated in saying that, while these were his views, he did not wish this road constructed in such a way as to cripple our finances and perhaps jeopardize the stability of the Dominion itself, but constructed in such a way as to bring about that great future for the country which he was sure every Canadian hoped for.

He would now return to the estimates for next year. The hon. member for Cumberland had endeavoured to show that the present Government was responsible for a considerable expenditure under these estimates. Now, he thought that any hon. gentleman who took these estimates up and looked at the number of re-votes proposed would see that the expenditure by this Government was very little indeed. The total proposed expenditure, as they had seen already, was \$24,664,140, and the expenditure for the current year was estimated at \$24,100,000, thus leaving an excess of expenditure over that of the last year of \$564,140. This excess was made up principally by two items, for which the present Government were not responsible; and there was, certainly, very little new expenditure in the estimates for which they were responsible. But it was not to be forgotten that these estimates were exceedingly large, and he hoped that they would next year see, if possible, some reduction in the amount of our annual expenditure.

He was free to admit that it was very difficult when once the expenditure was increased to reduce it, but if it was found impossible by the Government to reduce the expenditure, he hoped they would at least keep it in check for a few years to come. There was nothing which would be more acceptable to the people of every Province than the practice of a little economy by the Government for the next few years. He had shown them that the present Government had not proposed materially to increase the expenditure.

Let them now see what the deficiency for 1874-1875 would be. The total expenditure was estimated at \$24,664,140, and the total revenue at \$22,000,000, leaving a deficit for next year of \$2,664,000. He did not think the Minister of Finance would have been justified in expending more revenue than \$22,000,000. The revenue of the past few years had been abnormally swelled by the great public works going on, and he (Mr. Young) thought the hon. gentleman would have been exceedingly censurable if he had not taken steps to prevent the recurrence of a deficit of two million and three quarters next year.

He (Mr. Young) regretted as much as anyone the necessity for increased taxation. He was not one of those who believed that a national debt was a blessing, but he believed that it was to the interest of this country to keep taxation as low as possible, to keep the cost of living as low as possible, and to keep the cost of