

his financial speech this year, stated that we had borrowed from this year's revenue \$2,000,000, the correctness of which I am led to dispute. Admit this to be the case, our revenue would be over \$27,000,000. However, I think I can conclusively show to the contrary by a comparison of other years, but I do admit we may have borrowed \$500,000, this the outside figure, Mr. Cartwright's statements notwithstanding. It will be in the recollection of honorable members, that on speaking of the Tariff Bill of last session, I then said our revenue for 1874-5 would amount to \$23,800,000, it only fell short of that amount \$34,000, and at the same time instead of a deficiency of \$3,000,000, as Mr. Cartwright stated, there was a surplus of \$500,000, a conclusive proof of the mischievous tariff of last year. Especially do I take exception to that very objectionable tax on ship-building material. We ought rather to foster than tax our shipping interests, as we are raising up a merchant marine, which we ought justly to be proud of; and it is a very mistaken policy, even if we needed the money, to put any burthen upon this branch of our greatness—one calculated to raise us higher in the scale of nations than any other—and I will strongly urge upon the Government to remove at once this tax, and let our ships go to the most distant parts of the world as free as the water in which they float. Let us examine and see if we have borrowed from this year's revenue, as Mr. Cartwright stated to make good his assertion last year, that the late Government had been exceeding the revenue in expenditure, an assertion not in accordance with the fact. It will be recollected that it was only the Customs and Excise that were raised, so I will only compare the receipts from these two sources, and I will compare the calendar years 1873 and 1874 to prove that we did not borrow as Mr. Cartwright would now make us believe. The Customs receipts for the calendar year 1873 amount to \$12,975,386.58; the Customs receipts for 1874 amount to \$15,895,335.56, an increase from Customs of \$2,919,937.98. Excise receipts for the calendar year 1873 were \$4,761,555.20; the receipts for 1874 were \$5,629,252.08,

being an increase of \$867,696.88 from Excise for 1874. Now, as the duties were increased in April, 1874, it is reasonable to suppose that nine months was sufficient time to regulate the trade, and it will be seen that for this period our revenue increase from these two sources amounts to \$3,787,634.86. I made this calculation from the *Canada Gazette*; but recently from returns I have discovered that the *Gazette* was incorrect in October, 1874, to the amount of \$776,000.00, which has to be deducted, so that the real amount is three million eleven thousand dollars (\$3,011,000); the result of last year's transaction showed an increase in revenue in three years of \$10,000,000, and I now feel assured this year's receipts will be much in excess of any other, a very pleasing circumstance. Should this state of prosperity continue, we will have but little difficulty in building an all-rail route from the Atlantic to the Pacific, and the people of Canada will not rest satisfied until this great scheme is accomplished, if it takes twenty-five years to accomplish it.

HON. MR. MACDONALD, of British Columbia, observed the member from Woodstock (Mr. Alexander) was kind enough to say he would take into consideration any wrong proposed to be done British Columbia. He knew a wrong had been done, and, so far as he could, had helped to perpetrate it. British Columbia required no sympathy from anyone, no hypocritical sympathy, particularly. All she wanted was her rights and dues promised for the last four years. Last night they were alluded to in a personal manner, but he desired to say they wanted no special favor nor hypocritical promises from any member of this House.

HON. MR. DICKEY rose to correct the remarks of the Secretary of State. When the resolution condemning the building of a telegraph line not upon the line of railway was before the House, the Minister of Agriculture stated in the frankest manner that there was no intention whatever to place it anywhere but on the located line of the railway, upon which assurance, he (Mr. Dickey) appealed to the hon. gentleman beside him (Mr. Alexander) to withdraw his motion, which he did.