

And is composed of two schedules A and B as follows:—
 Schedule A consists of all votes passed by the Committee of Supply up to the passing of the Act, amounting to... 28,713,666 40
 Schedule B. consists of one-fifth of all votes which had not passed the Committee of Supply up to the passing of the Act amounting to... \$20,744,931 01
 And a special vote for war purposes of... 50,000,000 00
 \$ 70,744,931 01
 \$ 99,458,597 41

The present Supply Bill is composed of three Schedules A. B. and C. as follows:—
 Schedule A. Based on the Main Estimates 1916-1917... \$ 82,795,384 07
 The amount of each vote is four-fifths of that in the Estimates of such votes as had not passed the Committee of Supply on the 7th April last. The one-fifth of these votes compose schedule B. of Appropriation Act No. 1 passed the House of Commons on the 7th of April last and which amounted to \$70,744,931.01— including \$50,000,000.00 of a War appropriation.
 Schedule B. based on the Supplementary Estimates for 1915-1916... 4,485,537 36
 Schedule C. based on the Supplementary and Further Supplementary Estimates for 1916-17 amounting in the aggregate to... 32,282,081 65
 Including loan of \$8,000,000.00 to the Grand Trunk Pacific Railway; \$15,000,000.00 to the Canadian Northern Railway Company and \$4,000,000.00 for the purchase, equipment and operation of the Quebec, Montmorency and Charlevoix Railway, the Quebec and Saguenay Railway, and the Lotbinière and Megantic Railway.
 The total Appropriation for the fiscal year 1916-17:—
 By Appropriation Act No. 1, passed the House of Commons as Bill No. 85, 7th April, 1916... 99,458,597 41
 By the present Bill.
 Schedule "A" ..\$82,795,384 07
 Schedule "C" .. 32,282,081 65
 115,077,465 72
 \$214,536,063 13
 Statutory... 56,479,482 60
 \$271,015,545 73

This total sum includes \$50,000,000.00 War Appropriation, \$8,000,000.00 Loan to the Grand Trunk Pacific Railway Company; \$15,000,000.00 to the Canadian Northern Railway Company; \$4,000,000.00 for the purchase equipment and

operation of the Quebec and Saguenay Railway, and \$56,479,482.60 for services provided for by Statute, which latter sum has been greatly increased by interest charges on war loans.

Hon. Mr. BOSTOCK—Did I understand that the total for 1916-17 is \$271,000,000?

Hon. Mr. LOUGHEED—Yes, that includes everything. Now, hon. gentlemen, it is with some little diffidence that I refer to the two particular items included in the Supply Bill, known as loans to the Canadian Northern Railway Company and the Grand Trunk Pacific Railway Company, chiefly on account of this Government having approached Parliament on two former occasions asking aid for those particular companies and expressing the hope, to say the least, that it would be unnecessary to ask further aid. I have no apology to make, however, on behalf of the Government for approaching the Senate on this occasion to ask for the adoption of the Supply Bill including those items, for reasons which I am about to state. Governments, like individuals, have occasionally to recede from time to time from positions which they may take and which they felt justified in taking, and yet which are altered on account of their absence of control over human events. This is peculiarly the case with reference to these two items. The strain and stress of national affairs and of financial depression, which we have been called upon to meet during the last two years, have compelled the Government of Canada to adopt a position in regard to the assumption of liabilities which under fair weather conditions they would on no consideration have taken. I need scarcely refer to the very serious financial depression which took place in Canada immediately previous to the war, and which entirely altered the view point that the Government was compelled to take on the various public undertakings which had been entered upon by railway corporations and others at that time. This was further aggravated by the European war, a war which has convulsed not only the whole of Europe, but the whole world, and which has practically closed the door of the money markets of the world, particularly to those enterprises upon which Canadian capitalists had entered. The Government of Canada, not only the present Government but previous Governments, for a period of years have been inclined to view very favourably railway undertakings having for their object the opening up of our vast country and the providing of new