

this side of the House, and particularly in defiance of my own remonstrances, made that inflation the excuse for heaping enormous burdens upon the people of the country, and for adding deliberately and most needlessly the sum of one and one-half millions to the fixed expenditure of the country. It is a matter of public record that in some six years they increased the expenditure from \$13,000,000 to \$23,000,000, and that they went out of office leaving unfulfilled engagements, which, had they been fulfilled, would have added four or five millions more to the expenditure of the country. We took office and found this state of affairs staring us in the face. Only one engagement for Public Works did we carry out, that for the Canada Central Railway, which had not been incurred by our predecessors. Take the Estimates for 1873-4, drawn by the hon. the Finance Minister. You will find votes taken for the Welland Canal, Lachine Canal, and I believe every canal in the country, as well as for the Pacific and Intercolonial Railways, and for every work, in short, in which we have engaged, and yet he dares to talk of the heavy engagements we left behind us. I shall take the opportunity of saying a few words as to the extremely heavy Estimates which the Finance Minister has laid up on the table. I do not pretend to say that when a Volume of eighty-eight pages is thrown at our heads the day before the Budget, I or anybody else is able to make that careful analysis of it which should be made, but I say that, without any careful analysis, enough can be seen to fill every hon. gentleman who desires the welfare of his country with very serious alarm and misgiving at the amount which the Government consider the least with which they can carry on the Government of the country; and it must not be forgotten that these are but first Estimates. Judging by old usage, and I am afraid the hon. gentlemen opposite are not likely to introduce a new precedent in that respect, besides these Estimates for \$25,000,000 we will have Supplementary Estimates brought down before the Session closes, not to speak of a probable Schedule A next year also; so that this will not at all give the true amount the hon. the Finance Minister will require for the service of 1881. I regret still further

to notice that in these Estimates the hon. gentleman, departing from the practice uniformly observed by his predecessors, has introduced a charge of \$300,000 for surveys of Dominion Lands to capital account. I say there is no possible excuse for making this a charge on capital account. It is evident that the hon. gentleman is afraid that the deficit, which he knows is impending, will be monstrously swollen by this additional sum. Everyone will remember that on every hustings in Canada these hon. gentlemen rated the late Government for extravagance, especially in the matter of Civil Government, Superannuation Allowances, Indian Expenditures, and Post Office Department. Now let us see what we expended in 1878, and what these gentlemen propose to spend in 1881. In 1878 the total expenditure for Civil Government amounted to barely \$823,000. Now, we are told \$917,451 are required—being an increase over our expenditure of nearly \$100,000. Sir, we were reviled without stint because in 1878 we found it necessary to expend \$106,000 for the purpose of providing for superannuation. I perceive that \$142,000 is the least these hon. gentlemen can get on with for their superannuation charges. For Indian service, in 1878, \$421,503 was expended. Now I see \$649,786 is demanded for the same service. In the Post Office Department, Sir, in which our extravagance had become rampant, we spent \$1,724,938 in 1878, these gentlemen now demand \$1,852,000, being \$130,000 more than the late extravagant Government found necessary to expend. I see but one substantial saving attempted to be made, and that is in the matter of Charges for maintenance of Railways. Now it may be possible to carry this out to some extent. I confess myself that everything that has come to my knowledge, everything that came to my knowledge while I was Minister of Finance, renders me very doubtful indeed as to the probable success of an attempt to reduce these railway expenditures to a much lower point than they touched in 1878 without injury to the service. Nevertheless I shall give my hearty support to, and shall heartily congratulate the hon. the Minister of Railways if his ability and energy do enable him to carry out the pledges

SIR RICHARD J. CARTWRIGHT.