

In regard to the Post Office, note the magnificent revenue of a little under \$6,000,000 as compared with the revenue in 1890 of \$3,600,000. I have taken a ten-year period. The figures of later dates are somewhat larger. Then in regard to Railways and Canals. In the year 1890, we only received a revenue of \$3,480,000, but in 1906 we received \$8,058,000. While these figures show a deficit on the road, and while they show a large increase of expenditure, the account is balanced by a large increase of revenue. Take the Excise Department. In 1896, we admit that there was only spent by our predecessors \$470,809, and that the expenditure increased in 1906 to \$555,923, but in 1896 they collected under \$8,000,000, and in 1906 this government collected over \$14,000,000 of revenue. Though there was no increase in expense to the country, there was an enormous increase of revenue. Take the Department of Customs. In 1896, the then Minister of Customs expended \$890,000, and we have to admit that ten years later the expenditure was \$1,548,000. But the revenue which was collected by the Department of Customs in 1896 was \$19,000,000, while the revenue which my hon. friend, the present Minister of Customs (Mr. Paterson) collected in 1906 was \$40,000,000. So my hon. friend ought in all fairness, when he tells the people about this enormous increase in expenditure, to also tell them that in many of the departments these expenditures are met by corresponding increases in revenue. In regard to increases of expenditure generally, nobody expects that the Dominion of Canada is going to stand still. The increase in expenditures has had something to do—it has had much to do—with the increased development that has come upon this Dominion. If we had not built railways in various parts of the country, could there have been that development? Could the Crow's Nest country have been developed if we had not put money into that railway by large and liberal subsidies? Could the western prairies have been filled up as they have been with immigrants from other lands if we had not spent money on immigration and the building up of our railways? Surely it must be evident that when we are spending these sums of money, we are contributing to the development of the country.

#### **A Policy for the Whole Country.**

The needs of the country are large and varied. The west needs railways to open up the country; the lake and St. Lawrence districts need river and harbour improvements, and the maritime provinces require breakwaters and wharfs to facilitate trade and to protect the lives and property of the mariners and fishermen. At one point, a public building is required to give reasonable accommodation to the public business; at another point an armoury is required in response to the military enthusiasm of the people. Those who wish to be sectional will see only their own need, and not be willing to see the need of others. It will not do to make comparisons in that way. The duty of the government is to see the needs of the whole country. My hon. friend from North Toronto on one occasion made reference to our spending moneys at the little places in Canada. Sir, the mass of the people of Canada live in the little places. The needs of the cities are great, and we are not unmindful of their interests, but whence come their progress and prosperity, if not from the hamlets and villages scattered throughout the country, in which originate the trade which passes through the great cities? The needs of the country are great, and we are not forgetful of the great works or the little ones either. We are building the Trans-continental Railway, and we are going to push on to completion this work which interests the whole country from ocean to ocean. We are going to build the Hudson Bay Railway, and thus realize the expectations of the people of the west. We are providing for the various needs