

the extent of \$98,615,365, while, during the same period the exports have decreased to the extent of \$49,271,275. If our exports continue decreasing from month to month as time goes on, as I fear they will, and if the Government has to go to foreign countries to borrow money in order to carry on the affairs of the country, we are going to be placed in a very serious position.

I am afraid that we do not fully realize the seriousness of the position which we occupy at the present moment. I do not want to take up the time of the House in discussing this question now, as a great deal has already been said about it; and as I do not think that discussion would have any effect on the Government at the present time. I have simply made these remarks because I want to enter a protest against the extravagant way in which this money has been voted, and to point out the danger to the country of placing Estimates to such an amount before us at the present time.

Hon. J. P. B. CASGRAIN: Honourable gentlemen, are we not to have one word of justification from the other side of the House—not a word? Is everybody ashamed of this Budget? Evidently they are. Well I will proceed. The leader of the House only needs to make a sign to let me know that His Excellency the Representative of our Sovereign approaches. It would not be good manners to keep him waiting.

Hon. Mr. MURPHY: The time is up.

Hon. Mr. CASGRAIN: If His Excellency is waiting, I will give way; if not, we might as well occupy our time, especially when we are favoured with such a fair audience as we have to-day. It would be a pity not to entertain them.

A very prominent member of this House said to me this morning that we in the Senate had no responsibility in regard to the Budget—that we had nothing to do with it. I disagree entirely with the honourable gentleman; and, if I had a majority of this House behind me, I believe that I would refuse to pass these subsidies. Then there would be a conference, and in that conference the Senate would be able to say, "Take some of these items out of the Bill." There is one item that I would take out, namely, that \$89,000,000 railway loan. On the 7th of April of this year the Grand Trunk Railway was asking for \$88,000,000. Why should that amount be raised by \$1,000,000? Of course, \$1,000,000 is of little moment to honourable gentlemen opposite; but why

Hon. Mr. BOSTOCK.

should we loan more to the Grand Trunk than they were asking? We might as well have made it \$90,000,000 while we were at it, to keep it in round figures. But this \$1,000,000 is just a fleabite when compared with the \$605,000,000 that we are asked to vote. We have just learned that of this amount the Finance Minister expects to get only \$372,000,000 from revenue, leaving a deficit before we start of \$233,000,000. Where is that money to come from? The Income Tax cannot be increased. After all, honourable gentlemen, even when the people of this country have gone down into their pockets, and the whole of the tax has been collected, it is not sufficient to meet the deficit on the railways. And I defy contradiction—

Hon. Mr. MURPHY: Will the honourable gentleman allow me a question?

Hon. Mr. CASGRAIN: There should be a little decorum. To use the expression of the inimitable member for Jacques Cartier, I would say, "Please, if you want to interrupt me, wait until I have finished."

Now, how can the Government ever hope to make these railways pay? At this very moment Canada has twice as much railway mileage per head of population as the United States. If you look at the figures you will find that Canada has one-sixth of the railway mileage of the United States, and that that country has over thirteen times as many people as we have. And even in the United States the railroads are actually not making money. The exact figures as to mileage are these: in Canada we have 218 persons for every mile of railway, while in the United States, with its huge population, there are 404 persons per mile, or nearly twice as many.

I wonder if honourable gentlemen know that during the last railway year there has been a shrinkage of the mileage of railways in the United States. While 300 miles of new railway have been built, 700 odd miles have been abandoned, making an actual shrinkage of over 400 miles. Think of that. With 404 persons per mile the United States cannot keep up its railways. How are we expected to keep up our railways with only 218 persons per mile?

Hon. Mr. MURPHY: What does that prove?

Hon. Mr. CASGRAIN: This is a fine time to buy a railway! At this very moment, when every man in this House and in the country knows that the Grand Trunk Railway is a bankrupt concern, and that we