

MR. CAMERON (South Huron): If the hon. gentleman will refer to the speech he will find that I was referring to the large obligations which had been previously undertaken.

SIR SAMUEL L. TILLEY: Now, let us look at what the obligations were at the close of last year. We find that the net debt, at the close of 1879, was \$147,481,070, making an increase in that period of \$47,632,607.86.

SIR CHARLES TUPPER: The hon. member for North Oxford (Mr. Oliver) said the Public Debt of the Dominion was \$147,481,557, when my hon. friend from Lambton left power. When he took office it was \$140,000,000.

SIR SAMUEL L. TILLEY: That is just exactly what I said. *Hansard* may be right or wrong, but, as a rule, *Hansard* passes through the hands of members, and, I venture to say, that passed through the hands of my hon. friend opposite. Now, then, there is an increase, in that period, of \$47,632,000, to which must be added the expenditure that is to be made under contracts that were entered into by our hon. friends opposite. From the first of July, last, their engagements for the Welland Canal, the Lachine Canal, the Cornwall Canal, and for the Canada Central Railway, amounted to \$6,951,000, making in all \$54,500,000. If we add to that \$4,500,000 of the Fishery Award, it makes the increase of expenditure over income nearly \$60,000,000 in six years. The hon. gentleman quoted from my speech in 1873, when I spoke of the prospective liabilities of the Dominion of Canada, when I spoke of the \$10,000,000 to be expended on the Intercolonial Railway, of \$20,000,000 as the prospective expenditure for Canals, that, under the recommendations of a Commission, was not bound to be made within five or six years, or within any given period at all. It was a Commission appointed for the purpose of examining into and enquiring as to the general system of canals, so that no money should be thrown away, but expended with reference to that general system. I estimated that the expenditure under that report would be about \$20,000,000. And then, the engagement that we were under, of \$30,000,000 for the completion of the Pacific Railway, made altogether \$60,000,000. So it appears, from the end

of 1873 until the end of last year, \$60,000,000 has been added to the debt since we left office, and still hon. members opposite will say that the debt has not been increased, or not more than something like \$7,000,000. What is more, when we came into office, we found not only these engagements entered into which required \$6,900,000 to complete them; but we found the Railway contracts so let that the money expended on the two sections, one east of Winnipeg and the other west of Lake Superior, that if the expenditure made upon them was to be of any benefit at all, it became absolutely necessary for the present Government to provide for the missing link. In order, therefore, that these expensive sections might be at once proceeded with, and that the expenditure on the 400 miles from the head of Lake Superior to Winnipeg should be of value afterwards, it was deemed of the utmost importance that 200 miles at least beyond that, into that fertile territory, should be constructed in order to secure some benefit out of the enormous expenditure previously made. These expenditures, therefore, were necessarily demanded of us. In accordance also with the conditions that my hon. friend opposite entered into, we took steps to carry out in good faith the negotiations they had entered into with reference to the construction of the Pacific Railway. My hon. friend opposite said the other night that, when he asked for tenders, unless I misunderstood him, for the British Columbia section of that Railway, the location of which by the late Government was accepted by the present Government, he did it simply to ascertain what was likely to be the cost. I must have misunderstood my hon. friend, because, when I recollect the negotiations that were entered into between hon. gentlemen and British Columbia, when I recollect that Lord Carnarvon and the Imperial Government were taken into their confidence, and they engaged to construct it by 1890, if they could not do it sooner, and, in addition, they engaged to give British Columbia \$750,000 in lieu of the portion of the road that was to be built on the island, or in lieu of that section, which proposition was subsequently rejected by the Senate; when I recollect all this, and when I find that there is a notice given by gentlemen opposite, of a