

Hon. Mr. WILMOT—He has not only found out his mistake, but he is going to try what France has done, to see if he can accomplish the same result.

Hon. Mr. PENNY—France has not done so well as the hon. gentleman imagines. At all events, she has not got the prosperity she possesses in the way my hon. friend supposes.

Hon. Mr. WILMOT—She got it precisely in that way.

Hon. Mr. PENNY—Of course the expenses of the Dominion are increasing. We all know that. How is it possible to build railroads and canals without adding to the expenditure of the Dominion. I am sure the hon. gentleman cannot explain how it would be possible to enlarge the Welland and the Lachine Canals, and to build all the railroads we are constructing without increasing the expenditure. If the hon. gentleman has any contrivance to prevent that, I should like to hear it.

Hon. Mr. MACPHERSON—I have often stated what I would have done in connection with the Pacific Railway, and how great saving could be effected.

Hon. Mr. PENNY—Will the hon. gentleman say what he could save, for he must know it is only a question of degree after all.

Hon. Mr. MACPHERSON—There is one thing I would mention. When the present Government came into office, such was their strength, they could have set their faces against a vast amount of this expenditure, and stopped it, and saved the Dominion from the predicament in which we find it to-day.

Hon. Mr. PENNY—They could stop the Welland and Lachine Canals half done, and the Pacific Railway, with the gap which hon. gentlemen complain about. To complete those works, money must be expended. If this Government has got to impose taxes, another Government would also have to do so. The moment Confederation was established, all those enterprises depended upon it—the enlargement of the canals, the construction of the In-

*Hon. Mr. Wilmot.*

tercolonial Railway, and this Pacific Railway, to extend from one side of the continent to the other—from that moment we knew what was coming; and, if hon. gentlemen pretend to have only found it out now for the first time, they must have been very blind up to a recent period. The hon. gentleman says there are certain things in the Supply Bill which are intended for the elections. He alludes particularly to the improvements in piers and harbors. My hon. friend from Arichat talks a great deal about elections, and yet he has one of those little items of his own—the St. Peter's Canal—and he expects the Government to expend money upon it. I suppose, as long as the hon. gentleman continues to be a Senator, he does not want to be elected, and yet, if we are to suppose that all these improvements are to be made to influence the elections, we must come to some conclusion of that kind.

Hon. Mr. MILLER—The St. Peter's Canal is a work for the benefit of the country.

Hon. Mr. PENNY—I am saying so. The hon. gentleman is elected for life; but if his canal involves no electioneering jobbery, I should imagine other canals and public works would be in the same position. The hon. gentleman speaks about the land on the Kaminstiquia, which, he says, might have been bought for \$50 an acre. I think there is nothing in the evidence to show that.

Hon. Mr. MACPHERSON—I do not say there is anything in the evidence to that fact. What the evidence shows is this: Mr. McKellar offered a part of his farm for \$75 an acre, and admitted that \$50 would have been a good price before the railway terminus was fixed there.

Hon. Mr. PENNY—I do not read the evidence that way. He never offered it that I can see. He said if the railway had gone to Nipegon he would have considered fifty dollars an acre a fair price. The value of land there is put up by the railway. We will suppose the town plot to be a farm, and McKellar's another; McKellar gets a thousand dollars an acre for his farm, and yet the owners of the other are expected to take fifty dollars an acre for