

which saving of \$300,000 during six years represents \$1,800,000. There is then, a net gain of \$17,300,000 to the company without our being poorer by a dollar. Instead of passing into the hands of European capitalists, these \$17,000,000 will have been employed for our own benefit, and spent towards the construction of the numerous branch lines and other important improvements which the company has been in a position to undertake, thanks to that wise policy. All we enable the Pacific Railway to save is a "saving" for the country. Governments do not exist to speculate; their object is to manage the interests of the people so as to give the most fruitful results. Railways are more and more becoming national institutions; they take the place of former highways, and even of navigation. Although a railway belongs to shareholders nominally, it is not the less a national property; it ranks amongst its best assets; and the national wealth increases in proportion to the wealth and power of the railways. And if the result of the intervention of the Government has been to leave in the treasury of the Pacific Railway over \$17,000,000, the whole country can boast of this fact. The results will be visible everywhere: in the improvement of the roadway, the comfort afforded to passengers, the shipment of freight, the greater facilities of intercourse, and the reduced rates. The working of a railway in fact depends upon its financial standing. It is hardly possible for a railway crushed under heavy liabilities to show its full efficiency. This is why I am not afraid to declare that the Canadian Pacific will soon rank as the first of all trans-continental lines because not a cent of its liabilities will have been misapplied. Take, for instance, the most prosperous route of our neighbors, the Union Pacific Railways. The length of this route, to-day, is 3,050 miles, and the liabilities are as follows:—

1st mortgage bonds	\$138,131,132
United States Government bonds.....	75,263,232
Paid-up capital	120,144,000
	\$333,538,564
Debt, per mile	\$ 109,357
Debt, per mile, besides subscribed shares.	70,000
Debt, per mile, besides Government claim.	42,000

Supposing the portion of that debt due to the Government cancelled, and putting aside the interests of the shareholders, the Union and Central Pacific have still a debt of \$40,000 per mile, while, under the same circumstances, the Canadian Pacific is responsible for nothing but \$13,000 per mile. If we turn to the Northern Pacific, the total length of which is 2,549 miles, we find it encumbered with the following amounts:—

Bonds.....	\$ 50,122,200
Shares subscribed	109,749,464
	Total
	\$159,871,664
A debt per mile of	62,800
Bonds, per mile	19,700

The Southern Pacific which, with its branches is 4,051 miles in length has the following debt:—

Bonds, per mile	\$85,617,200
Shares, per mile	152,459,700
	Total, per mile
	58,785
Bonds only, per mile	21,140

If we take the total liabilities of the Canadian Pacific on 3,327 miles, we find them to be as follows:—

Bonds	\$35,000,000
Bonds Q. M. O. and O. and Canada Central...	5,500,000
Shares (less deposit of \$15,000,000)	50,000,000
	Total
	\$90,500,000
Total debt per mile	27,200
Total for bonds.....	12,000

So that we have the following result:—

	Total charges.	Bonds.
Canadian Pacific, per mile.....	\$ 27,200	12,000
Northern " "	62,800	19,700
Union " "	109,357	70,000
Southern " "	58,785	21,140

Should the state of things remain as it is, we could say that the Canadian Pacific will have a debt of \$12,000 only, per mile, on a line stretching from the Atlantic to the Pacific, while the American routes all terminate midway, and depend for an outlet on other roads, absorbing a part of their profit. But there is another contingency in favor of the Canadian Pacific; if the 21,246,600 acres of land are disposed of at, say, \$1.50 an acre, to have no dispute over figures, the company, after deducting 6,666,666 acres for the \$10,000,000 due to the Government, might receive \$21,869,851 for the remaining 14,579,934 acres, or more than one half of their bonds, which would reduce the real debt of the railway to less than \$6,000 per mile. And why should not the Pacific Company sell their land within the next ten years? They occupy the best situation, lying, as they do, alongside of the railway; they are very fertile; they suffer less from cold weather and snow than those of the Northern Pacific. Let us not forget that the snow fall is only 6 inches deep at the foot of the Rocky Mountains, and that all along the prairie section generally it is only from 20 to 21 inches, when it is 50 inches in Toronto and 74 at Montreal. The agriculturists and cattle men have the market of the United Kingdom, which the Americans are partly deprived of, and this advantage is so striking that the inhabitants of Montana are sending their wheat through Canada to secure a better price, while ranchmen have already taken serious steps with a view to sending their cattle through the North-West. As the distance between Coal Harbor and Montreal is but 2,911 miles, while between Yacoma and New York it is 3,457, it is evident that wherever an immigrant settles, he will, on the Canadian route, always be nearer the Pacific or Atlantic shores in proportion to this saving of 546 miles on the distance. Take, as an example, two places on the same meridian, say Swift Current, on the Canadian Pacific, and Billings, on the Northern Pacific, towards the 109th degree. The distance from Billings to New York is 2,359 miles, while from Swift Current to Montreal it is but 1,940 miles, a difference of 419 miles in favor of the Canadian Pacific. On the Northern Pacific, the station corresponding to Winnipeg is Moorhead, and Moorhead is 1,660 miles from New York, while Winnipeg is only 1,430 miles from Montreal. And when the Northern Pacific can attend to its immigrants after submitting to the demands of several other companies between St. Paul and New York, having to make a choice between the Pennsylvania, Erie, New York Central and Baltimore and Ohio, from New York to Chicago, and between the Chicago, Milwaukee and St. Paul, Chicago and North-Western and Chicago, Rock Island and Pacific, from Chicago to St. Paul, the Canadian line has the sole control of its rates and accommodation, and gets the whole benefit of the receipts from the immigration traffic which it will have stimulated. Let us add that the fertile belt is longer alongside of the Canadian than on the American line. We have 839 miles between Winnipeg and Calgary, at the foot of the Rocky Mountains, when, on the Northern Pacific, we have the Rocky Mountains at Livingstone, 757 miles from Moorhead, and notwithstanding this excess of fertile lands, Calgary is only 2,269 miles from Montreal, while Livingstone is 2,419 miles from New York; and moreover Calgary is only 644 miles from Coal Harbor on the Pacific, while Livingstone is 1,036 miles from Seattle on the Pacific Ocean. But as we are speaking of these lands, and as the question is inseparable from the financial aspect of the case, since, we accept them as security, I may remark, by the way that the Opposition cannot accuse me of exaggeration if I