

"The main line of the Canadian Pacific Railway will extend from Montreal, in the east, to a port in British Columbia.

"This new transcontinental rail line will, by virtue of the reciprocity of transportation facilities which exists with respect to traffic over railroads of the United States and of Canada, become essentially a part of the railroads of the United States. The proprietors and managers of the Canadian Pacific Railway can also acquire the ownership and control of railroads in this country, if they be inclined to do so, and they possess the energy, tact and financial ability requisite to the accomplishment of that object, just as such control of railroads in the United States has already been acquired by the management of the Grand Trunk Railway. By this means, or by means of traffic arrangements entered into with railroads of this country, the Canadian Pacific Railway, like the Grand Trunk Railway, may be enabled to compete sharply with the railroads of the United States in the conduct of our internal commerce."

It is a singular fact that the distance from Chicago to San Francisco is exactly the same as that from Chicago to Coal Harbor *via* Winnipeg, viz.:

From Chicago to San Francisco <i>via</i> Omaha.....	Miles.	2,357
" Chicago to Winnipeg, miles.....	874	
" Winnipeg to Coal Harbor, miles.....	1,483	
	2,357	

And Coal Harbor is nearer China and Japan by 470 miles. As to the trip towards the East, there is not, it appears, the least doubt in this House, since the Opposition have already recorded their opinion. We read in the Minutes of Parliament of the 26th of January, 1881:

"Mr. Laurier then moved, in amendment, that the said resolutions be not now read a second time, but that it be *Resolved*, That the contract respecting the Canadian Pacific Railway provides for the construction of between 600 and 700 miles of railway to the north of Lake Superior, between Lake Nipissing and the junction with the road from Thunder Bay, through a difficult and uninhabited country and at a vast expense; that a mere fraction of the cost of this road would, if applied as a basis of credit, secure the construction of those 63 miles common to the through line and to the Sault Ste. Marie Railway, and also of the remainder of the line to Sault Ste. Marie, within three years; that the line by Sault Ste. Marie would give Ontario, Quebec and the East railway connection with the North-West of nearly the same length and of better quality than the proposed North Shore line; that it would also give to Canada a great trade from an enormous area of the Western States, extending from the boundary to a point south of St Paul, and even now inhabited by about 1,200,000 souls; that it would secure a way traffic; that it would thus give, within three years, and at a fraction of the cost of the other line, greater benefit than can be secured by that line in ten years, which is the period stipulated for its construction; that it would bring both the Western States and the Canadian North-West into connection by rail with the ocean steamers at Montreal and Quebec on a route shorter, by about 300 miles, than the existing route to New York; that this advantage, together with the further gain of about 250 miles in the ocean voyage to Liverpool, would give this route a commanding position, and secure great benefit to the country at large; that the construction of the line to the Sault or Goulais Bay would also give a first-class rail and water route *via* Sault Ste Marie and Thunder Bay, within our own limits, by the shortest possible line, for the transport of emigrants, goods and produce; that the construction of the line from Sturgeon River to or beyond Thunder Bay to the north of Lake Superior is, under the circumstances, premature, and should not be now undertaken."

Let us take Brainerd, for instance, one of the stations on this end of the Northern Pacific Railway, and we find the following distances:—

	Miles.
From Brainerd to Pacific Junction .....	91
Pacific Junction to L'Anse.....	158
L'Anse to Marquette .....	26
Marquette to Sault Ste Marie .....	150
Sault Ste. Marie to Callander.....	244
Callander to Montreal .....	345
Total .....	1,014
From Brainerd to New York, <i>via</i> St. Paul and Chicago, the distance is .....	1,509

Here is, for the Northern Pacific, that is to say, for the whole North-West, from Portland, an outlet 500 miles shorter than by any other route. The distance between Montreal and New York being 382 miles, the Northern Pacific will, therefore, save 113 miles in reaching New York *via* Montreal, instead of passing through Chicago. I believe in the future of the North-West, because our geographical position gives us the advantage, because the climate of the Assiniboine and the Saskatchewan is better

Mr. CHAPLEAU.

than that of Montana, because British Columbia has advantages superior to those of Washington Territory, and because, intellectually, we are not inferior to our neighbors; and with the supply of labor which Great Britain is sending us, as well as with the market which she liberally opens to our agricultural products and to our cattle industry, we must inevitably follow the same ratio of development as was obtained by the construction of the Northern Pacific. That ascending march in the path of wealth and progress which that great American enterprise has opened is too interesting not to be examined. It is not difficult, in our day, to make a study of the philosophy of railways. The results obtained in the past clearly demonstrate that every dollar invested gives in return one hundred dollars. If we study the western part of the United States, we see that the two American Pacific railways, the Northern and the Central, had to cross tracts of wild and waste lands, as in the case of the Canadian Pacific Railway. The regions more especially of this character were—for the Northern: Dakota, Montana and Washington; for the Central: Wyoming, Utah and Nevada. Let us follow the increase of those territories, in population and wealth, after the construction of the railways:

	Popula- tion.	Wealth. \$	No. of Miles of Railway.
1860.			
Dakota.....	4,837	.....	.....
Montana.....	.....	.....	.....
Washington.....	11,594	5,600,000	.....
Wyoming.....	.....	.....	.....
Utah.....	40,273	5,596,118	.....
Nevada.....	6,857	.....	.....
	63,561	11,186,118	.....
1870.			
Dakota.....	14,181	6,000,000	65
Montana.....	20,595	15,200,000	.....
Washington.....	23,955	13,580,000	25
Wyoming.....	9,118	7,000,000	447
Utah.....	86,786	16,160,000	257
Nevada.....	42,491	31,134,000	593
	197,126	89,054,000	1,387
1880.			
Dakota.....	135,177	118,000,000	1,265
Montana.....	39,159	40,000,000	48
Washington.....	75,116	62,000,000	274
Wyoming.....	20,789	54,000,000	472
Utah.....	143,963	114,000,000	770
Nevada.....	62,266	158,000,000	769
	476,470	544,000,000	3,598

Those territories, which contain 639,485 miles in superficies, had, in 1870, a value of \$89,000,000, viz., \$149 a mile. Ten years after the national wealth had increased by \$455,000,000, and the same area was valued at \$850 a mile, and an increased population of 279,344 inhabitants were contributing to the development of the national industries. The North-West Territory and British Columbia have a superficial area of 895,000 square miles, equal to the territory of the following States:—

	Miles.
Illinois.....	56,000
Michigan.....	57,030
Minnesota.....	78,205
Iowa.....	56,000
Dakota.....	149,100
Montana.....	149,060
Washington.....	69,180
Wyoming.....	97,890
Utah.....	84,970
Nevada.....	62,266
	858,121

In 1880 these eight States or Territories represented the following totals: