

I do not think it necessary to advance anything in support of this proposition, except to refer you to the vast system of purely local roads now in successful operation in the State of Illinois. It is estimated on the evidence contained in the Report of the Railway Commissioner of that State, that two-thirds of the farmers in the great cereal districts there have to haul their produce on an average of but eight and one-quarter miles, while the other third have to perform the same service on an average of but ten miles. In the same report it is shown that these railways are operated with fair returns, in most cases, to their owners, and upon a schedule of tariff rates unoppressive to the farming community. I submit that the fertile belt of the Canadian North-West is vastly more productive than the best portions of the State of Illinois, and that a system of local roads in the latter is as necessary and will be as valuable to shareholders and farmers as it ever has been in the past, or ever can be in the future, in any portion of the United States.

6th.—The system of local or subsidiary roads which I propose is necessary in the interests of the trans-continental line as well as to the advantage of the settlements in the North-West.

Such local roads will serve as the great source of traffic supply to the Canadian Pacific. They will be to that trunk line as tributaries to a mighty river, ever swelling the volume of its business. I may say that the Canadian Pacific Railway Company fully recognize this important fact. In an interview on Saturday last with Mr. George Stephen, the President of the Company, and Mr. W. C. Van Horne, General Manager, I was assured by both that they were in hearty sympathy with my proposed measure. They expressed the belief that such a system of roads under a General Railway Act should have been undertaken at least a year ago.