

similarly situated to ours. They know perfectly well that in Dakota, Minnesota, Nebraska and Iowa the culture of wheat has been gradually falling off, that the production per acre has been diminishing; they know perfectly well that the time must come when the wheat-growing district on this side of the Atlantic will be in the Canadian North-West, and they have endeavored, as far as they could, to prevent the opening up of that country. We have had only one who has had relations with the country on the other side, whose name I can recall at this moment, who has stood by us from the beginning, and that is Consul Taylor, of Winnipeg, who has been from the first a great friend of the enterprise and the strongest advocate of the claims of the North-West as a great field for the culture of wheat. The average crop in Minnesota last year was only 13 bushels to the acre, and in Dakota only 14 bushels, and in spite of what we hear about the grinding monopoly of the Canadian Pacific Railway, the farmers below the border have come to Emerson and sold their wheat there and paid the Canadian duty, because it was cheaper for them to do that than to send their grain over the railways of the United States, and yet we are told that this grinding monopoly is killing the farmers in the North-West. I was led to make some comparisons between the position of the Canadian Pacific Railway and that of other roads similarly situated, particularly as it now comes to us to ask for additional assistance and one of the notes—if a man may use that word—of the condition of the railway is the report of the material which operates it—the plant, the rolling stock, the cars, the depot grounds, all its arrangements. These show whether it is a live road, as one may say, or whether it is not. I was perfectly astounded when I made the calculation, and I will in a few words give hon. gentlemen some idea of what has been done by that Company in the way of preparing for the great traffic which it must command. The Northern Pacific has a mileage of 1750. It owns 289 locomotives, 174 passenger cars, and 7,500 baggage and freight cars. The Canadian Pacific Railway owns 304 locomotives, 282 passenger cars, and 7,550 freight and baggage cars. Now how does it compare with the Union

Pacific? That is one of the two great roads running across the continent from San Francisco to the Mississippi River. The Central Pacific owns 235 locomotives, 267 passenger cars, and 4,720 baggage and freight cars.

HON. MR. WARK—How about the mileage?

HON. MR. PLUMB—The mileage of the Central Pacific is 1,215 and they operate 3,003 miles. The mileage owned and to be operated by the Canadian Pacific Railway is not so great now, but it will be larger with the branch lines; but without having their lines entirely open, they have still got a far larger equipment than either the Central or the Union Pacific. I will give the other now. The Union Pacific has 342 locomotives, 282 passenger cars and 6,737 freight and baggage cars. It has a few more locomotives than the Canadian Pacific Railway. The Union Pacific operate 1,835 miles of road. That is probably a little more than the Canadian Pacific Railway were operating when they made this report. Now those roads, the Union Pacific and Central Pacific, received from the Government of the United States, one of them on 1033 miles, \$27,226,000 in cash, and 12,800 acres per mile. The Central Pacific received in cash \$27,885,000, and 12,000,000 acres of land. The Northern Pacific has received a very much larger subsidy, some 35,000,000 or 40,000,000 of acres altogether. The earnings of those roads, and I do not suppose they are yet at their maximum, are as follows:—

Central Pacific, gross earnings, \$24,744,000 :

Net earnings, \$8,094,000.

Capital stock, \$59,225,000 :

Bonds, \$59,675,000—that is \$113,000,000 very nearly, upon 1215 miles of road. The Union Pacific has a capital of \$60,685,800, and its bonded debt is \$13,930,113, and it has 835 miles of road. The gross earnings of that road are \$21,000,000. The net earnings, \$10,846,000, so that the traffic, which only extends from the Missouri River westward, has developed since these roads were built through a desert, through a wilderness, and