

	Main Line.	Branches.	Total.
Oregon Railway and Transportation Company.....	518	139	657
Northern Pacific.....	2,054	495	2,549
Union Pacific.....	1,695	2,815	4,510
Central and Southern.....	1,964	1,047	3,011
Denver and Rio Grande.....	897	420	1,317
Atcheson, Topeka and Santa Fe.....	1,692	1,064	2,756
Burlington and Missouri River	682	795	1,477
	9,502	6,775	16,277

All those lines show a large earning capacity, and the local traffic resulting from the branch lines constitutes a very large element in their success. On a total of 1,442,800 tons carried by the Northern, only 67,276 tons were through traffic; the balance, 1,375,525 tons, was local traffic. The Union Pacific had \$10,427,540 of local traffic, against \$2,512,507 of through traffic. The Central Pacific carried 844,793,100 lbs. of through freight and 3,888,308,510 lbs. of local freight. The Atcheson and Topeka had only 6 per cent. of through traffic, the Missouri Pacific only 3 per cent., and the Denver and Rio Grande shows \$500,000 of through traffic, as against \$7,361,545 of its total traffic. The Canadian Pacific Company has recognised these facts, and has shown itself worthy of the confidence we placed in it by making the fullest and the most intelligent preparations, in view of the great battle it will have to fight to secure a fair share of the American traffic against its formidable rivals. A railway man of high experience, largely interested in the Northern Pacific Railway, was obliged to admit that the general organisation of the Canadian company, with regard to its protection of the great channel of traffic which it will represent in North America, was admirable. Another remarked that the victory in the struggle for inter-oceanic trade must belong to the company that will not have to share with others the most remunerative part of its traffic, the through traffic to the point of destination, the Atlantic Ocean. Last year the hon. leader of the Opposition took exception to estimates of the company as to the reduced cost of the road, pretending that the company proved thereby that every shilling necessary to build that main road was drawn by them from the public chest. I suppose my hon. friends will adopt the same line of argument this year but with no more success, I am sure, an account of the unfairness of the argument. If the hon. gentlemen on the other side of the House declare that they are satisfied to get a Pacific line merely connecting Callander and Port Moody, we must believe that the future of our commercial relations does not trouble their dreams much and I understand how it is that they have, at various times, endeavored to suppress the Lake Superior and the British Columbia sections, to endow the country with a mere local line the only object of which would be to develop the local resources of the North-West. I understand now the significance of what was said to the people of British Columbia: "You may go." I see why the efforts made by the Province of Quebec to secure the terminus of the Pacific, have been called ridiculous. But statesmen, business men, and men of judgment, or if you prefer the expression, "the enthusiasts" who have faith in the future of the country and who believe that the Pacific is a great national enterprise, attach as much importance to the connections as to the road itself. Without branches, without a considerable amount of rolling stock, and station accommodation, without elevators and important property at the terminal points, without the credit necessary to create business and traffic, the main line of the Pacific would be quite as useless as a body deprived of its limbs. It is not mere fancy or a thoughtless act on the part of the company, if they have invested alongside of the line proper, very near the value of a second road in the shape of lateral and supplementary enterprises. They have applied to their case the word of Archimedes: "Give me a point of

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resistance and I will raise the world." They had at their disposal a powerful lever in the shape of the road extending from Callander to Port Moody; they wanted, besides, a fulcrum to utilise their powerful means of action; each dollar judiciously spent to add to the facilities necessary to the traffic of the road will return one hundred per cent. A simple car costing \$300 will bring to the road an additional traffic of \$1,500 per annum. Good accommodation may have entailed an expenditure of a million, but it may be worth millions in lessening the cost of loading and unloading and in giving to the road the advantage over rival lines. Each branch line is an artery which brings to the body life and circulation, because everything brought by it to the main line is an additional source of profit. Instead of depreciating the efforts made by the company, we ought to thank its members for their broad and far-sighted views. Had the directors been common speculators, they could have dealt with their enterprise as with a simple contract; they could have endeavored to pocket as much of those millions as the circumstances would have permitted them; they could have pretended to finish the road, appropriate to themselves our subsidies and loans and then leave the contract. I am gratified to be in a position to declare, to the credit of Mr. Geo. Stephen and his colleagues, that the suspicion of such an attempt has never tainted their reputation. Mr. Stephen, during the construction of this railway, has proved himself to be more than a business man, more than an upright man, more than a man of ability; he has been an apostle of the progress of the country. He has turned the Pacific into a work of love, and, with a force, an energy I admire, he has succeeded in infusing his convictions and his enthusiasm through the whole country. We have seen him at work—this man who owns many millions, rich enough to dispense with labor and anxiety, and having no need to increase his income—we have seen him, I say, confine himself to unceasing labor, and risk his fortune in this gigantic undertaking. This I do not say as a matter of personal flattery to a man whom I know only in the official relations which I have had with him; but I think it is a duty I owe to pay this tribute to a gentleman who has not only undertaken this work, but has shown an enthusiasm in the work and faith in the progress and wealth and resources of the country that I wish had been shared by our friends on the other side of the House. I wish our hon. friends opposite, who are so often admiring and citing the great success of American enterprise, had shared a little of that enthusiasm which has been shown by the president of the company. I wish the hon. member who has been termed here—I believe erroneously, because in his heart he is not so—the champion of American supremacy on this continent, I wish he and other gentlemen on that side of the House had that good quality of American citizens—that is, never to cry down their own country, never to say that that enterprise, costly as it may be, is not worthy of the genius of the nation, and shall not be carried to success by them. But, Mr. Speaker, this is not all these gentlemen have done for this undertaking. I regard their work, their experience, their intelligence from a higher standpoint, by far, than that of their subscriptions. If the country had the largest share of money, the company had the largest share of labor. Men of the highest ability have superintended the execution of the work, and I am at a loss to know which we must admire the most, in the result we shall have before our eyes; the astonishing rapidity with which they have achieved a task declared impossible by the leaders of the Opposition, or the extreme economy with which they have been able to accompany such diligence. I am not afraid to proclaim it; the company has done more than the Government towards the construction of the Pacific, and it should reap the benefit. Our own title to credit, in the eyes of the country, will rest in the judicious choice we have made