

There was a step in one year of from half a million to \$1,191,000. Now, we have a return, as it happens, of the earnings of the road for the first six months of the present year. As I have said, the gross earnings in 1884 were \$5,750,000; the gross earnings between the first of January and the 30th June of the present year were \$3,317,965. The gross earnings during the same period of last year were \$2,098,000, showing an increase for the first six months of this year over the same period of last year of \$1,219,920, or say about 60 per cent. of an increase.

HON. MR. HAYTHORNE—Some part of that was for the transport of military stores and men.

HON. SIR ALEX. CAMPBELL—It was; and although that was a source of profit, there is no reason to apprehend that there will not be other sources of profit in the future as there will be immigrants to carry, as numerous and as profitable as the transport of the soldiers and military stores this year. I do not know either whether the whole of the traffic for even those purposes has gone into these accounts, because a considerable portion of that earning is held over by the Government. However, it may have all gone in, but if all the earnings have gone in from that source, I do not think we should lay too much stress upon it. I am quite willing to attach a certain amount of importance to it, but not too much, because I think there is every reason to expect that business as profitable and of a more pleasant description, and more useful to the country, will follow in other years.

HON. MR. MCINNES (B. C.)—Does that return show what portions of the road gave that revenue?

HON. SIR ALEX. CAMPBELL—No, it is over the whole road. This sixty per cent. of an increase in the earnings during the last six months over the previous year if continued through the year, added to the gross earnings of 1884, would make the gross earnings for 1885, \$9,200,000. Taking the working expenses at seventy per cent., and the statements

of this year show that they are running the road for 70 per cent of its earnings, the net gain during this year will be \$2,700,000. If I am right there, and seeing the strides that this road has made since 1883, if they go on in the same ratio as they have done up to now, the road is likely to be a very profitable investment.

HON. MR. KAULBACH—Do I understand my hon. friend to say that the traffic receipts he has mentioned were for the line and its branches, or merely for the main line?

HON. SIR ALEX. CAMPBELL—From the whole system. It is taken from accounts published in the newspapers. From this statement it will be seen that there is no reasonable doubt that the security for the \$35,000,000 is good and ample, and we run no risk whatever in advancing the company \$5,000,000 on \$8,000,000 of the bonds. It is certain that it will be repaid to us on the 1st of July next, and we will have rendered assistance to an enterprise which deserves our assistance and with which the interests and future of the country are deeply involved. We shall have rendered that assistance in the best possible way, with the least possible risk, and with the smallest expenditure of money. Now, supposing everything goes to the worst—and there are prophets of evil who always look at things in that light—supposing everything goes as they prophesy, and we are obliged to take the road, or it has to be dealt with for the purpose of realizing upon it the amount of obligations that has been incurred; where would we stand then? We stand with a complete and perfect security on a road of 3,300 miles at \$10,000 a mile only, and yielding such returns as I speak of, and with the prospect of a future such as one would anticipate from the figures I have given. Supposing the whole cost of the road is \$100,000,000, and that the revenue does not advance even so rapidly as I have pointed out in that statement, but that we have a revenue from it of \$2,400,000, there would then be an annual deficit of \$1,600,000, and we should be obliged to pay it. What should we have gained? We should have gained for a deficit of \$1,600,000 this great railway extend-

HON. SIR ALEX. CAMPBELL.