

gate foreign trade of the whole of this Dominion. In drawing attention to this fact, he again drew attention to the importance of selecting a port in the Pacific Ocean where we could successfully compete with the ports of the States in a trans-continental and trans-Pacific business. The total Customs revenue of this Dominion from all ports was \$12,000,000 and over; the total Federal revenue received from the port of San Francisco alone was \$8,803,034. If they took the port of Montreal, our largest commercial city, they found the total Customs collected there last year amounted to \$3,878,507, while the port of San Francisco, in Customs alone, paid to the Federal treasury \$6,692,432. As our object in taking this railway to the Pacific was not merely to open up the intervening country to settlement, but to engage in the commerce of the Pacific, he would show what proportion of the commerce of San Francisco went to other countries than the States and territories of the United States. There was merchandise, exclusive of treasure, to the amount of \$44,351,425, sent from that port by sea to Europe and foreign countries on the shores of the Pacific Ocean; \$2,499,312 to New York by Panama; \$2,561,500 to New York by clipper; and \$12,000,000 sent east by rail. The foreign imports of San Francisco amounted to \$34,012,496; the domestic imports—by Panama \$3,700,788; by rail \$18,000,000, and by clippers \$20,000,000. One half of the imports came from the United States, and the other half from foreign countries round the shores of the Pacific Ocean and elsewhere. Another fact, showing the great country we had to contend with in building a terminus on the shores of the Pacific, was that the estimated value of the productions of California, of all kinds, in 1877, was \$144,650,000. The treasure exports in that year were \$57,688,783, the treasure imports \$6,242,855 and the total coinage of silver and gold at the San Francisco mint, and the largest coinage ever made at one mint in one year by any nation of the world was \$49,772,000. With regard to the shipping—and if anything would show and prove conclusively to this House

and to this Ministry the necessity of selecting the most capacious and accessible port on the Pacific as our western terminus, it was the statistics of the arrival of vessels alone at San Francisco:—the arrivals of American vessels from domestic ports last year numbered 3,482, with an aggregate tonnage of 1,099,205 tons; American vessels that came from foreign ports 274, an aggregate of 348,234 tons; foreign vessels from foreign ports 246, with a total tonnage of 236,858 tons; American vessels coming in from fishing voyages 18, tonnage 4,501; American vessels from whaling voyages 16, tonnage 2,270; making the aggregate number of vessels 4,036, with a total tonnage of 1,631,068 tons. Now, if a young community like San Francisco, only 30 years old, had grown up to be such a giant in commerce as to employ 4,036 vessels with a tonnage of nearly two millions, to do her business, it could be easily seen by this House that we required a first-class port on the Pacific in order to do the business of this Dominion. But he would further claim the indulgence of the House in order to give some idea of the business done by railways which supplied the great port of San Francisco. The leading commercial newspaper of that city, in its admirable annual report of commerce and navigation for 1877, stated as follows:—

“Our railroad progress during 1874 was the most marked of any year since the completion of the trans-continental road. During it, several narrow-gauge roads have been projected and built, while the Southern Pacific has been completed over hundreds of miles of territory and finished as far as Fort Yuma in Arizona, to which point trains with goods and passengers are now constantly running. The heavy imports of steel rails, noted in another column, shows the vigour with which the work has been pushed. No long time will have elapsed before the Iron Horse has reached the Rio Grande on the borders of Texas. Then an immense tract of country, abounding in minerals and with large quantities of fertile lands, will be open to settlement, while the trade of San Francisco will extend to New Mexico, Colorado, and even Western Texas. The following extract from the report of the Railroad Companies gives more important points with regard to the railroad system of the State: