

"The main line of the Canadian Pacific Railway will extend from Montreal, in the east, to a port in British Columbia.

"This new transcontinental rail line will, by virtue of the reciprocity of transportation facilities which exists with respect to traffic over railroads of the United States and of Canada become essentially a part of the railroads of the United States. The proprietors and managers of the Canadian Pacific Railway can also acquire the ownership and control of railroads in this country, if they be inclined to do so, and they possess the energy, tact and financial ability requisite to the accomplishment of that object, just as such control of railroads in the United States has already been acquired by the management of the Grand Trunk Railway. By this means, or by means of traffic arrangements entered into with railroads of this country, the Canadian Pacific Railway, like the Grand Trunk Railway, may be enabled to compete sharply with the railroads of the United States in the conduct of our internal commerce."

It is a singular fact that the distance from Chicago to San Francisco is exactly the same as that from Chicago to Coal Harbor *via* Winnipeg, viz. :

	Miles.
From Chicago to San Francisco <i>via</i> Omaha.....	2,357
" Chicago to Winnipeg, miles.....	874
" Winnipeg to Coal Harbor, miles.....	1,483
	<hr/> 2,357

And Coal Harbor is nearer China and Japan by 470 miles. As to the trip towards the East, there is not, it appears, the least doubt in this House, since the Opposition have already recorded their opinion. We read in the Minutes of Parliament of the 26th of January, 1881 :

"Mr. Laurier then moved, in amendment, that the said resolutions be not now read a second time, but that it be *Resolved*, That the contract respecting the Canadian Pacific Railway provides for the construction of between 600 and 700 miles of railway to the north of Lake Superior, between Lake Nipissing and the junction with the road from Thunder Bay, through a difficult and uninhabited country and at a vast expense; that a mere fraction of the cost of this road would, if applied as a basis of credit, secure the construction of those 63 miles common to the through line and to the Sault Ste. Marie Railway, and also of the remainder of the line to Sault Ste. Marie, within three years; that the line by Sault Ste. Marie would give Ontario, Quebec and the East railway connection with the North-West of nearly the same length and of better quality than the proposed North Shore line; that it would also give to Canada a great trade from an enormous area of the Western States, extending from the boundary to a point south of St. Paul, and even now inhabited by about 1,200,000 souls; that it would secure a way traffic; that it would thus give, within three years, and at a fraction of the cost of the other line, greater benefit than can be secured by that line in ten years, which is the period stipulated for its construction; that it would bring both the Western States and the Canadian North-West into connection by rail with the ocean steamers at Montreal and Quebec on a route shorter, by about 300 miles, than the existing route to New York; that this advantage, together with the further gain of about 250 miles in the ocean voyage to Liverpool, would give this route a commanding position, and secure great benefit to the country at large; that the construction of the line to the Sault or Goulais Bay would also give a first-class rail and water route *via* Sault Ste. Marie and Thunder Bay, within our own limits, by the shortest possible line, for the transport