

ject of this Bill is to provide the means of constructing a railway from the Short Line, so-called, to a railway running down to Boston. The Canadian Pacific Railway Company have taken over the Short Line Railway and have spent now a large portion of the money, which was given for the construction of a road to the Lower Provinces, in building a road from Caughnawaga to the neighborhood of Sherbrooke. The road, the construction of which is provided for by this Bill, is to give a connection between that Short Line Railway and a road running down to Boston. It just comes to this, that the money which the country has voted for the construction of a railway to the Maritime Provinces has been used, and is being used, for the purpose of giving the Canadian Pacific Railway Company a connection with Boston and enabling them to make their Atlantic terminus at Boston. I am not going to dilate on that any further at present, but I say, it is such an iniquitous thing that the traffic of this Canadian Pacific Railway should be diverted to American channels west of Lake Superior, I cannot see how it is such a desirable thing that it should be diverted to American channels east of Montreal.

HON. MR. STEVENS—I think it will be shown, when this Bill comes to be discussed before the Railway Committee, that there is no good or valid ground for opposing it, and I think it will be shown that the hon. gentleman's ideas are entirely erroneous with regard to the promoters of this Bill.

HON. MR. KAULBACH—I hope that what my hon. friend has just stated will be proved, because, if not, the statement of my hon. friend from Halifax that the trade will be directed to American lines by this railway, is a very serious one. I am very glad that he has brought the matter to the attention of the House.

HON. MR. DEVER—If the intention of this Bill is to prevent the construction of the short line railway that we in the Lower Provinces have been waiting so long for, it behooves every member from the Maritime Provinces to stand up here

and oppose the measure. I cannot say that it is, but if it is the case, so far as the Maritime Provinces are concerned, it will be one of the most unpopular bills that could be introduced in Parliament.

The motion was agreed to and the Bill was read the second time.

KINGSTON, SMITH'S FALLS
AND OTTAWA RAILWAY
COMPANY'S BILL.

SECOND READING.

HON. MR. CLEWOW moved the second reading of Bill (63) "An Act to incorporate the Kingston, Smith's Falls and Ottawa Railway Company."

The motion was agreed to and the Bill was read the second time.

EASTERN CANADA SAVINGS
AND LOAN COMPANY'S
BILL.

SECOND READING.

HON. MR. MACFARLANE moved the second reading of Bill (55) "An Act to incorporate the Eastern Canada Savings and Loan Company, limited."

He said: This is one of the ordinary bills extending to the Maritime Provinces the operations of a Company that has been in existence for some time in the Upper Provinces.

The motion was agreed to and the Bill was read the second time.

The Senate adjourned at eleven p. m.

THE SENATE.

Ottawa, Monday, June 13th, 1887.

The SPEAKER took the Chair at 3 p.m.

Prayers and routine proceedings.