

earned at this moment. The next one is the St. Catharines and Niagara Railway Company, to which my hon. friend made reference several times during his speech, and to which he appeared to attach a very great deal of importance indeed. It is only fourteen miles of road. Out of two millions of a new vote this is only \$48,000, and there are many considerations which seem to me to justify the selection of that piece of road as a proper recipient of the assistance of the Government in this manner. This is a road which will give complete connection between Hamilton and Niagara, between the United States system of railways and our own. There is now one railway there, it is true, but this is not merely a railway between two localities to serve their purposes. It is absolutely an international railway. It leads to the one point, for hundreds of miles, where there can be a crossing of the water division between Canada and the United States. If there are to be two modes of connection or connections between the railway systems of this country and the United States anywhere within hundreds of miles of that point, it could only be at that point, because there is no other place west of Brockville, or east of Detroit, where connection between the railway systems of the two countries can be made. The fact that one railway runs parallel to the other does not lay it open to the fault-finding that it would be open to in any other part of the country—establishing two railways between two localities. This is a railway following on an international track, a track which must be followed by every railway which seeks an international connection. The third, the Lake Erie and Detroit River Railway Company, I may say I do not know much about, but I understand from such information as I have been able to gain that it passes through a country that is not now provided with railway communication. It is near the water, but that section of the country has no railway communication. It is being built slowly, and is calculated, I am told, to be of great benefit to the country through which it passes. The last one is the Cobourg, Northumberland and Pacific Railway. That railway, as I understand, is for a connection between the front and the rear lines of communication in Western Canada, where at this moment there is no such connection, and it is obviously a con-

nection of great importance indeed. My hon. friend said there was a railway there, and what he states must be true. I understand that there was a railway there long ago, before the rear lines of railway between the eastern and western portions of Ontario were constructed, and the reason why that road had to be abandoned, that the country was not sufficiently opened up to afford traffic no longer exists.

HON. MR. REESOR—The road did not pay running expenses, and that was the reason they allowed it to drop.

HON. MR. ABBOTT—Very likely that was the reason, but the railway that did not pay running expenses forty years ago, when the rear portions of the country had not been opened up, and when there was no means of communication at right angles to it, might now pay running expenses, and something more, and might serve as a very important means of communication between the rear portions of the country and the front. These are the only railway companies whose subsidies have been distinctly and precisely found fault with, and I think it is rather a tribute to the judicious selection of the railways mentioned in this Bill that only these could be found fault with, and, I venture to think, on rather insufficient grounds.

The motion was agreed to, and the Bill was read a second time, on a division.

HON. MR. ABBOTT moved the third reading of the Bill, under suspension of the Rule.

HON. MR. McCALLUM—I was not in the House when the hon. the leader was speaking about the Niagara Central. He says it is an international railway. Of course it runs across the Niagara River at the Suspension Bridge, but there is another road that is being bonused by the city of Hamilton with \$200,000 or \$300,000 that is to run to the town of Welland. That railway is to run over a country where there is no railway near it.

HON. MR. ABBOTT—Which is that?

HON. MR. McCALLUM—That is the Buffalo and Hamilton Railway. I merely speak of that, in case the Government are going to continue this system of bonusing. This is a part of the country that has not