

the Canadian Pacific Railway from Calendar to Winnipeg and the Canadian Northwest.

There will be the advantage, also, of a summer route via the Toronto, Grey and Bruce branch of the Canadian Pacific Railway to Owen Sound, the Canadian Pacific steamboat line to Port Arthur, and the Canadian Pacific Railway to Winnipeg.

(4.) This railway will greatly benefit the population of a portion of the Province of Ontario, lying, on account of the great distance, beyond reach of the coal mines of Nova Scotia, by the cheap and easy access it will give to the coal mines of Pennsylvania.

(5.) For thirty-five miles this railway traverses the great fruit orchards, gardens and vineyards of the Niagara District, which, on account of the essential combined advantages of mildness of climate and fertility of soil, must always be the main source of supply of fruits for the use of the Dominion. Operated as this railway is designed, viz., a part of the great Canadian Pacific system, its cheapening effect on the cost of transport will benefit millions of the Canadian people who are consumers of fruit grown in the Niagara District.

(6.) The large population of the country traversed by this railway are heavy contributors towards the national and numerous local roads elsewhere built and subsidized out of the Dominion treasury, while nothing has been expended on any railways for their accommodation; and especially with regard to the Canadian Pacific Railway, unless the St. Catharines and Niagara Central Railway is constructed, that population will be deprived of their just share of the advantages of that costly national work.

(7.) Your petitioners are assured that the customary subsidy of \$3200 per mile will, together with the other resources of the railway company, enable them to complete their road.

Therefore, and for ~~divers~~ other good reasons, your petitioners humbly pray:

That you will recommend such measures to Parliament at its coming session, as in your wisdom shall seem best, to procure a grant