

County of Peel. The object of including this railway in the works declared to be for the general advantage of Canada is that this Company have secured for themselves of the right of way over the Cantelever Bridge in order to make connection with the American system of railways, and by this Bill they ask to make connection with the general railway system of this country. In order to facilitate the management of all matters connected with the running of the railway they desire to make this a Dominion work. The Bill has come up from the House of Commons, and I do not think there will be any objection to it.

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

ONTARIO SAULT STE. MARIE RAILWAY COMPANY BILL,

SECOND READING.

HON. MR. VIDAL moved the second reading of Bill (10), "An Act respecting the Ontario and Sault Ste. Marie Railway Company." He said—In the absence of the Hon. Mr. Ferrier I took charge of this Bill when it came up from the House of Commons. As he has signified his desire that I should continue the charge of it in its present stage, I shall trouble the House with a few words explanatory of the measure. It appears that this Ontario and Sault Ste. Marie Company have marked out a line from Spanish River on the north shore of Lake Huron to Sault Ste. Marie. It so happens that the Canada Pacific Railway Company have also located their line between these points, and in such a way that in many cases it crosses the other line and recrosses it—a very inconvenient thing—almost impracticable to be carried out. It has led to a conference between the managers of the two companies, and they have come to an understanding by which, as set forth in the preamble of the Bill, it is hoped that all litigation and disputes between the said Companies will be brought to an end. They have agreed mutually to appoint Mr. Walter Shanly as arbitrator, leaving it to him to

decide the question between the companies in every place where the roads cross one another; and he has full authority to decide the exact locality of the road, taking care that the rights of each company shall be protected, and that in every place where the lines come close together there shall be room for the two railways without their interfering with one another. The preamble of the Bill is very long. It is quoted as having been already sanctioned by the Ontario Legislature, and the petitioners desire to get the authority of Parliament to confirm this agreement in the same way it has been confirmed by the Legislature of Ontario. They therefore, in the first clause, ask that the said agreement above cited be confirmed. They declare, to bring the Bill, without question, under the jurisdiction of this Parliament, that it is a railway for the general advantage of Canada. The next clause is simply for extending the time already granted by the Ontario Legislature, and this is to bring it into conformity with their Act. The next clause is to authorize the Company to hold real estate in the State of Michigan. The fifth clause is to allow the Company to be stockholders in the bridge which it is proposed to construct across the St. Mary River, at the Sault. It is a very important bridge for the railway, and the Company ask that they may have the privilege of acquiring and holding shares in the capital stock of any company organized for the purpose of constructing the bridge.

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

GRAND TRUNK RAILWAY COMPANY'S BILL.

SECOND READING.

HON. MR. READ moved the second reading of Bill (13) "An Act respecting the Grand Trunk Railway Company of Canada."

He said—This bill has two objects in view. One is purely of a domestic character. The Grand Trunk Railway Company desire to have authority to issue debentures to retire outstanding debentures.