

means of a bridge, one of the abutments of which completely closed the entrance to Blache Street from Mountain Street. It also showed that the whole area, including the *splum* of Blache Lane, was to be occupied and used for railway purposes. The company also applied to the Council for leave, instead of carrying their railway by a bridge over Bisson Street, to close and occupy that part of the street which adjoins the area, offering, at the same time, to protect the city from all claims of damage resulting from the closing of the street.

The plan in question, and the application for leave to close Bisson Street were remitted to the Road Committee of the Council, who recommended that the company should be permitted to make bridges over Mountain Street and other streets as shown on the plan; and that they should be allowed to close Bisson Street, upon certain conditions, which need not be specified. On the 20th February 1888, the plan and application, together with the report of the Road Committee, were considered at a special meeting of the City Council, called for that purpose, when the report was unanimously adopted, with the exception of the recommendation with regard to Bisson Street, which was sent back to the Committee for further consideration. It is unnecessary to notice what followed upon the remit. It is sufficient to say that the crossing of Bisson Street was subsequently arranged.

After receiving the assent of the Council, the company proceeded with the construction of their line; and, before the end of the year 1888, the railway was formed across Mountain Street, upon the area in question, and across Bisson Street. In the course of these operations, the whole of the area, including the old site of Blache Lane, was covered by an embankment of considerable height, in order to bring it up to the proper level of the railway road.

In the month of February, 1889, after the railway had been for some time in actual operation, the company were served with a Writ of Information, bearing to be in terms of Article 997 of the Civil Procedure Code for Lower Canada, at the instance of the Honourable Arthur Turcotte, who was at that time Attorney-General for the Province, which prayed that the company should be condemned to open Blache Lane, and leave it free for public use, and that, in default of their so doing, the same should be opened to the public at their expense. It was set forth in the Writ, that the proceedings had been instituted by the Attorney-