

Mr. BOUCHER: Mr. Somerville, will you explain to the committee what bridge is referred to there as the McLaren bridge? It is no longer known as such.

Mr. SOMERVILLE: It is the bridge crossing the Rideau river at New Edinburgh, sir.

Mr. BOUCHER: Near the Research building?

Mr. SOMERVILLE: Yes.

The CHAIRMAN (Hon. Mr. Copp): Is it still known as the McLaren bridge?

Mr. SOMERVILLE: No. It is now known as the Sussex street bridge.

Hon. Mr. WHITE: In the previous paragraph of your brief you referred to the suspension bridge between Hull and Ottawa, saying that the Government agreed to make the use of this free to the public. What bridge was that?

Mr. SOMERVILLE: That was over the Chaudiere. The toll charges for crossing that bridge were abolished by that Order in Council.

The CHAIRMAN (Hon. Mr. Copp): The Government had built that bridge and charged tolls for crossing it?

Mr. SOMERVILLE: Yes. It was a bridge between two provinces.

Mayor LEWIS: Mr. Chairman, that would be of as much benefit to the province of Quebec as to the city of Ottawa.

The CHAIRMAN (Hon. Mr. Copp): That is the fact, I suppose?

Mr. SOMERVILLE: The first representations were made by the city. That is the reason I mentioned the matter.

(Continues reading brief):

Matters progressed satisfactorily until 1897 when the City presented a petition for better terms and an agitation was begun in favour of making the City of Ottawa "the Washington of the North". Ultimately the Ottawa Improvement Commission was organized and established by Statute 63, Victoria, Chapter 10, 1899. Under this Statute the sum of \$60,000 was granted for a period of ten years from July 1899, to be expended by that Commission which consisted of four Commissioners, three appointed by the Governor in Council to serve at pleasure, the fourth by the City of Ottawa.

Section 15 of the Act stipulated that the annual grant of \$60,000 would be in full payment, satisfaction and discharge of all claims and demands in respect to water supplied (including charges for street sprinkling) by the Corporation for use in and on buildings, lands and premises in the City of Ottawa (including Major's Hill Park) then owned, rented, leased or occupied, or thereafter to be owned, rented, leased or occupied by the Government, and also the use in and on Rideau Hall, Rideau Hall grounds and the Central Experimental Farm and the buildings thereon.

Under Chapter 45, Statutes of 1903, the \$60,000 annual grant was extended for an additional ten years, viz: to July 1st, 1919.

Under Chapter 45, Statutes of 1910, the grant of \$60,000 per annum to the Commission was increased by \$40,000, making the annual grant \$100,000 from July 1st, 1909 to July 1st, 1919.

Section 4 of the 1910 Act also authorized a payment direct to the City of \$15,000 per annum from July 1st, 1909 to July, 1919, as a contribution to the maintenance of fire protection service by the Corporation.

#### 1919-20 REVISED AGREEMENT

In 1918, the Mayor of Ottawa, the late Harold Fisher, submitted a statement with a view to the revision of the arrangements then existing and which were to expire on June 30, 1919. The principle set forth in this statement was that the Government should subject itself to ordinary assessment in the same way as a private individual and the then Mayor stated that the total amount of taxes