

Mr. HAGGART. Surely the compensation hardly amounts to anything. They have the power to lay rails on what is public property. If the other company acquire the right to use the rails the compensation would, surely, be merely nominal.

Mr. FOSTER. But in order to get their rails down, this company is building a very expensive bridge at their own cost. And after they have spent thousands of dollars to build that bridge, you give another company the right to run over it and say nothing about compensation.

Mr. DEVLIN. Where is that bridge?

Mr. FOSTER. That bridge is going to be partly in the air—

Mr. DEVLIN. My hon. friend knows there is no such thing in existence.

Mr. FOSTER. The hon. gentleman's hon. friend does not know any such thing. He knows that he has been told by responsible parties that the contract is let for the work, to be finished on the 15th November, and that the material is nearly all bought and paid for.

Mr. DEVLIN. My hon. friend is speaking of a private bridge.

Mr. FOSTER. And this bridge the railway must cross in order to reach the Union Bridge.

Mr. DEVLIN. Of course, the Government have the best knowledge of this matter. I do not know whether the Government have given the Ottawa Electric Company the rights to construct such a bridge.

Mr. FOSTER. It is already provided for by Order in Council, and the plans have been approved by the present Minister of Public Works.

Mr. SPROULE. This speaks of the Union Bridge and speaks of it always as "the" bridge.

Mr. BELCOURT. I rise to say a few words in support of the amendment suggested by the hon. member for York (Mr. Foster). But before doing so, I wish to say that while this Bill was before the committee of the House I was charged outside and inside the House with obstructing arbitrarily the passage of this Bill. Personally I have no objection to the Bill, and I quite agree with the expressions of opinion I have heard that the Hull Electric Railway Company should have some means of depositing its passengers in the city of Ottawa, and, so far as I am concerned, I am in favour of allowing them such powers as will enable them to deposit their passengers in the city of Ottawa, and not in the mud, as the hon. member for Wright (Mr. Devlin) has told us. In taking the part I have taken in discussing the Bill, I have sought to protect the interests of a large number of

my constituents in the city of Ottawa, who, I consider, have acquired vested rights sanctioned by the city council of Ottawa, by the legislature of Ontario and by this Parliament. I have tried simply to protect the rights for which they have given consideration and large concessions. I think that, with reference to a particular amendment now before the Chair, the words "with compensation to the Ottawa Electric Railway Company," or some such words, should be added; because these people have gone to great expense in laying tracks on this bridge, and in providing for tracks to be laid from the bridge to join the other company in Hull. Now, I will read to the committee the Order in Council in question under which the Ottawa City Passenger Railway Company has had plans made, and has given out a contract for the erection of the work required. The Order in Council is dated 13th May, 1896, and reads as follows:—

On a report dated 30th April, 1896, from the Minister of Public Works, stating that the Ottawa Electric Railway Company have asked the Department of Public Works for permission to extend their track from the bridge over the Ottawa River at the Chaudière into the city of Hull, either by using the present roadway or by using the right of way over the reserves and waterways adjoining said roadway.

That the Chief Engineer, to whom this matter was referred, states it is out of the question to grant the company permission to use the present roadway owing to its narrowness, but that there cannot be any objection to permitting them to lay their tracks in the position shown by a dotted line on the plan hereto attached, on the condition that they will agree to lay at points "B" and "B" where the tracks will cross the roadway, a permanent pavement between the tracks and at least two feet outside of the outer rails in such a way that the surface of their rails shall not project more than a half inch above the pavement, the pavement itself being always kept at the level of the roadway. The Chief Engineer further states that the company also ask for permission to lay a track on the ten foot reserve on the north side of the slide channel, and as this reserve is not used in connection with the working of the slide, there cannot be any objection to granting the company the permission they ask for.

The Minister further stated that the Department of Public Works is of opinion that it would be advisable that the ten foot reserve referred to, be only leased to the said company for a yearly nominal sum, as it is not known for a certainty whether in the near or distant future, the said reserve may be required, and that in return for the privilege to be granted to the company to extend their line as aforesaid, the company should agree that the erection which will carry their railway on the side of the causeway which the Department of Public Works may have to do in the future.

And I invite the attention of the committee to that.

The Minister further states that an application has also been made by the Hull Electric Company for a right of way upon the Government road in that city, from the Suspension