

Then we come to the admissions of the Grand Trunk Railway Company. Mr. Hay, the member for Centre Toronto, says :—

"But the gentlemen of the Northern Railway say they are willing that the Credit Valley Railroad should go down to Bathurst Street—complete their road to that, and get their money."

"Mr. CASSELS—I don't think the Grand Trunk Railway would object to that."

Then Mr. Cumberland says :—

"We have shewn them how to come in, and have invited them to come in over our land, under the language used by myself to my board, which was in these words, If the present wants of the Northern are satisfied, and there is room to spare, do not let us play the dog in the manger. Why should we not help them to get in ?' These are the words I used."

Then, again, Mr. Cassels says :—

"The Grand Trunk Railway has allowed them to come to Bathurst Street also. If they come there, they are met with the round-house block, which cannot be interfered with by this Committee or any law whatever. They have no right to get beyond Bathurst Street without litigation."

"Sir CHARLES TUPPER—They get to Bathurst Street without conditions ?

"Mr. CASSELS—That is without conditions ; but here is the point : after getting to Bathurst Street, Mr. Hickson suggests that in eastern-bound freight—not western bound freight—there should be no competition."

That was the condition that Mr. Hickson laid down, that there should be no competition eastward—a condition which Mr Laidlaw, in deference to the arrangements made with the various municipalities which had granted bonuses in aid of the Credit Valley Railway, as to pooling, etc., could not accept. A little further on the following occurs :—

"Sir CHARLES TUPPER—Now, it appears to me that if the Grand Trunk Railway and the Northern Railway agree to the Credit Valley Railway getting down to Bathurst Street, it removes all present difficulties."

"Mr. CASSELS—I think I have a copy of a letter from Mr. Hickson, in which he states that, to Bathurst Street there is no difficulty."

"Hon. Mr. WELLS—That is the first I have heard of it."

"Mr. CASSELS—Mr. Hickson, acting for the Grand Trunk Railway, made certain suggestions. It is idle to say that, because these suggestions do not meet the approval of one railway, they are immediately to take other proceedings. As far as Bathurst Street there is no trouble."

Then, on the following page, Mr. Cassels continues :—

"All three lines are at one with regard to the track as far as Brock Street."

Now, it is impossible, after these admissions, for them, in the presence, at all events, of those members of the Government, who were there on that occasion, to recede from this position. I do not see how they can. It is all very well for small companies like us to go back on what we have said and to change our views, but it is quite an unheard-of thing for such a company as the Northern or Grand Trunk to deny what they have so distinctly and repeatedly admitted. (Laughter.) But, having come down to Bathurst Street, then the real difficulty, as these gentlemen point out, commences. Then the fight begins between the Northern and the Grand Trunk. The Northern say that Mr. Shanly laid down a plan ; but, after getting down to Bathurst Street, that plan involves the shifting of the Great Western and Grand Trunk tracks a little to the north. The Northern was perfectly delighted with that plan. Nothing would please them better than that. It does not touch their ground at all, and through all the literature (which you have had enough of I am sure) you will find that Mr. Shanly's route is the one that the Northern not only are willing to adopt, but insist upon being adopted. The Shanly route takes us across the Grand Trunk grounds down to our water lots. The Grand Trunk says : "Why not pass