

and operate a street railway in any part of Ottawa, and in the event of any company, private individual or firm thereafter proposing to construct street railways on any of the streets of the city of Ottawa, including the streets mentioned in this agreement and not occupied by the companies, and the corporation determining that there should be street railway service on such streets, the matter and substance of the proposal shall be notified to the companies and the option of constructing such proposed railway on the conditions contained in this agreement shall be offered to the companies, but, if such option shall not be accepted by the companies within thirty days thereafter, or if the same having been accepted, the companies shall not proceed with the necessary works and complete the same within the time limited by the corporation, the corporation may grant the authority to any company (organized after the above date), private individual or firm, and the corporation and its grantees shall be entitled to cross the lines of the said railway companies with such railways as are authorized by this clause.

The **MINISTER OF MARINE AND FISHERIES** (Mr. Davies). How does the amendment of the Minister of Railways conflict with these powers?

Mr. **CHARLTON**. I shall proceed to show you in a few minutes. By this agreement, the Ottawa Street Railway Company has the exclusive right to build railway lines within the corporate limits of the city of Ottawa until the 13th August, 1898, and any provision that allows the Hull Electric Company to enter the city of Ottawa and to use any street in that city conflicts with this provision.

Mr. **HAGGART**. What reference is there in the Act to that agreement?

Mr. **CHARLTON**. I do not know that there is any. I do not know that it is necessary there should be any. All that is necessary for me to know is that the Ottawa Street Railway Company surrendered a perpetual charter, and one of the conditions of the surrender of that franchise was the agreement entered into between the city of Ottawa and that railway company, and I hold that this Parliament is bound to protect the interests of the Ottawa Street Railway Company in that matter because it has paid valuable consideration for the rights that are granted in this agreement. The city of Ottawa is as much interested in this matter as the counties of Ottawa or Pontiac or Wright. The city of Ottawa has made no request that the powers asked for in this charter be granted. It apparently is perfectly well satisfied with the service given it by the Ottawa Street Railway, and it has every reason to be satisfied with that service. The city of Ottawa opposes this measure through its representatives in this House and in the local legislature. It has been stated by my hon. friend that this road will be compelled to bring its passengers down and dump them in the road in Hull. Well, the Ottawa Street Railway Company are building a line to connect with this Hull railway

and are to build a passenger depot for the purpose of exchanging traffic with that line. There can be no question but that the Ottawa Railway Company is willing to make any reasonable arrangements with this Hull line for the forwarding of its freight and passengers to Ottawa. Representations have been held out that no such agreement is contemplated. But whether there be an agreement or not—my hon. friend says there is not—the Ottawa Street Railway Company are evidently proceeding on the assumption that there is one, and are building an extension and propose to build a union station, which will afford all the facilities necessary for the transfer of passengers and freight from the Hull Street Railway to the city of Ottawa.

Mr. **LOUNT**. What invasion of the rights of the Ottawa Electric Railway is done by simply giving the Hull company the right to cross the river and the terminal point?

Mr. **CHARLTON**. The Ottawa City Railway Passenger Company, under the provisions of the Act of 1892, have the following powers and privileges with reference to the crossing of the bridge:—

The company shall not take possession of, use or occupy the Union Bridge, or any of the approaches thereto, without the consent of the Governor in Council, but with such consent the company may, on such terms as the Governor in Council prescribes, use and occupy so much of the Union Bridge and the approaches thereto as may be necessary for the railway company.

Under the provisions of that section the Ottawa City Passenger Railway Company have, by Order in Council, the possession of that Union Bridge.

Mr. **LOUNT**. Nobody takes it from them.

Mr. **CHARLTON**. If this charter becomes law, the Hull Electric Railway Company will take it from them. There is no room on that bridge for both corporations.

The **MINISTER OF MARINE AND FISHERIES**. They may have running powers.

Mr. **CHARLTON**. It is not necessary to give them running powers so long as the Ottawa Street Railway Company, under its charter, crosses that bridge and furnished all the facilities necessary for the interchange of traffic.

The **MINISTER OF MARINE AND FISHERIES**. The hon. gentleman promised to answer how, in the amendment proposed by the Minister of Railways, the exclusive rights of the Ottawa Railway Company to run its trains through the streets of Ottawa are affected.

Mr. **CHARLTON**. City councils sometimes do rather curious things, and arrangements may be secured from the city council which were not contemplated at the outset. Under the amendment of the hon. Minister of Railways, it might be possible that this road