

ing for an Act amending the Acts affecting the said company; and find that the petitioners pray for leave to extend their railway into the city of Ottawa as far as the Canal Basin, of which no notice was given, but as it appears from their Bill now before Parliament that such powers are not asked for, your committee recommend that the notice be deemed sufficient.

"All which is respectfully submitted.

"GEORGE W. HOWLAN,
"Chairman."

Therefore, it was considered that they had abandoned that portion of their Bill in accordance with the understanding come to by these two committees. We find, however, notwithstanding the understanding that was arrived at between the parties interested in the Pontiac and Pacific, and notwithstanding the solemn agreement entered into with the Interprovincial Bridge Company, they did incorporate into their charter, as clause 2, the following provision:—

"2. The company may extend its line of railway from the said bridge to the canal basin, in the city of Ottawa, by such route as is approved by the Governor in Council."

They have given no notice of that, as will be seen from the copy of the notice which they published. If the bridge company had imagined for a moment that the Pontiac Pacific Junction Company intended to prosecute their scheme, having the right for one year, until January next, they would certainly have abandoned the idea of obtaining a charter. But it was so fully understood between the parties representing the different interests that the interprovincial bridge should take the place of all others, and the bridge company having shown their earnest desire to meet the views of all parties, I think it would be in the interests of the community if their scheme prevailed. I want to put on record these various statements, in order that hereafter the blame may be attached to the proper parties for. I have doubt that these two charters will have no the effect of killing both schemes. I do not believe that any capitalists will be found willing or competent to go into either of these projects when they find there are rival charters. It was for the purpose of preventing that, and to have the assistance of all parties, that the Interprovincial Bridge Company was inaugurated to build an independent bridge. It is much easier for an independent bridge company to get assistance from the two Governments and the city than it would be if the scheme was in the hands

of any one railway company. I may say that there was no intention upon the part of the promoters of the Pontiac and Pacific Junction Railway Company, until very recently—until they found that the Vaudreuil and Ottawa Railway and the Canada Atlantic Railway had obtained an advantage in getting to the Canal Basin—to secure an outlet to this side of the river, and they then set up their claim for a bridge over the Ottawa. If it had not been for that we would never have heard of them trying to build a bridge across the Ottawa, for they have enough to do to build their extension. I believe that the city of Ottawa is prepared to give every reasonable facility for railways to get into the city, but they desire that this bridge scheme shall be an independent route, not monopolized by any one company, and that the city shall be interested in it. I hold in my hand the certified copy of the Minutes passed by the Council of the city of Ottawa, in which they strongly advocate the incorporation of the Interprovincial Bridge Company, upon the ground that it is desirable that all these privileges should be within the control of the municipality. It was intended also to extend the operations of this company very materially. It was intended that they should not only have this bridge, but the approaches to it, and a Union station, and that they should acquire sufficient ground now, while it can be obtained at a reasonable price, to meet all future requirements for railway accommodation, and prevent the troubles that have been experienced in other parts of the Dominion. I am sorry to say that the action taken by the Pontiac Pacific Junction Company will have a disastrous effect on the whole scheme, and will render it impossible to have a Union station. I merely wish to put this on record, because I know that before the time expires within which this bridge is to be built there will be an application for a renewal of the charter, for it will be impossible to build within the time, on the assumption that two charters are in existence. The Pontiac Pacific Junction Company ask for only two years, though they have not yet reached the city of Hull, and by the time they reach Hull and build all these approaches it will take them much longer than two years. If they had carried out the agreement which was entered into in