

for a license of occupation of this ground from Queen to Bathurst Street, and to the Railway Committee of the Privy Council for right to cross the tracks of other roads. We made a joint application, and in June and July last met a number of members of the Government here in Ottawa and stated our case. The admissions then made by the representatives of the Northern and the Grand Trunk were as stated by Mr. Haggart, only they were very much more numerous and explicit. In the first place, Mr. Cameron, who represented the Northern on that occasion, said :—

“As to the track from Queen to Bathurst Street, it is identically the track which Mr. Cumberland laid down for the Credit Valley Railroad, so there is no dispute between them and the Northern, whatever, as to the mode by which the Credit Valley should come into Toronto, west of Bathurst Street.”

Now, from a word interjected by my friend Mr. Cassels, a few moments ago, he would lead this Committee to suppose that it was a right of way or running powers that was meant. It was nothing of the kind. A right of way from Queen to Bathurst Street in that sense was never proposed at all. I may say here that we are bound to have an independent right of way into the city as far as Bathurst Street. It was on that condition that the city aided the company with a bonus of \$350,000. In accordance with that stipulation, \$50,000 of the bonus has been retained by the city until we secure an independent right of way to that point. However, I shall go on with these admissions. Mr. Cameron repeats the admission :—“When we come east to Bathurst Street, another question arises.” Yes, then the fight arises between the Grand Trunk and the Northern. He continues :—

“We have suggested to them how they can reach that point. We have shewn them a plan by which they can come down there without interfering with our rights, or causing anybody inconvenience. This plan, which I now produce, shews the road as it is at present.”

Then Mr. Cumberland says :—

“What we contend is that the reserve, as it is now constructed, and which we paid Mr. Shanly \$70,000 to improve, is sufficient, not only to receive the three tracks there already, but also the Credit Valley Railway track, and still have some space to spare; and that it would be the most economical course for the Credit Valley Railway to take to avail themselves of it by shifting over the three existing tracks, and laying their own track where the Great Western track is at present. Now, the Credit Valley Railway Company, under advice that cannot be professional, propose to take sixteen feet off our yard.”

Mr. WHITE (Hastings)—Is there not at present a track for the use of the Great Western through the Northern Company's yard, over which your road could pass without causing the slightest inconvenience to anyone?

Mr. WELLS—There is. The track of the Northern is five feet six inches wide; our road and the tracks of the Great Western and Grand Trunk are built on the four feet eight and a half inches gauge. A track is already laid through the Northern yard, over which the Great Western has the right to pass.

Mr. CUMBERLAND—They have no such right. That third rail is for the interchange of traffic between the two gauges. Neither the Great Western nor the Grand Trunk trains can pass over that. It is no right of way, and never has been used by any other company.

Mr. SWINYARD—It is under the control of the Northern.

Mr. WELLS—I have quoted the opinion of Mr. Cumberland himself. Then again he says : “You have not asked the Grand Trunk Railway to shift their track.”

“Hon. Mr. MACDOUGALL—No.

“Mr. CUMBERLAND—It is the simplest, best, cheapest, and easiest way to settle the matter.”