

Page 2, line 22.—After “others” insert “and collect rates and charges therefor; but no such rate or charge shall be demanded or taken until it has been approved of by the Board of Railway Commissioners for Canada, who may also revise such rates and charges from time to time.”

Page 2, line 30.—After “securities” leave out Sections “7” and “8” and insert in lieu thereof the following:—

“7. Nothing in this Act or in *The Telegraphs Act* shall authorize the Company to construct or operate any telegraph or telephone lines or any lines for the purpose of distributing electricity for lighting, heating or motor purposes to convey and distribute gas, air and water by tubes, pipes or otherwise, or disposing of surplus power generated by the Company’s works and not required for the undertaking of the Company, upon, along or across any highway or public place, without first obtaining the consent, expressed by by-law, of the municipality having jurisdiction over such highway or public place, and upon terms to be agreed upon with such municipality.

“8. The Company shall not construct or operate its line of railway along any highway, street or other public place without first obtaining the consent, expressed by by-law, of the municipality having jurisdiction over such highway, street or other public place, and upon terms to be agreed upon with such municipality.

“2. Subject to the provisions of Sections 361, 362 and 363 of *The Railway Act*, the Company may enter into agreements with all or any of the companies herein-after named for any of the purposes specified in the said Section 361, such companies being the Canadian Pacific Railway Company, the Grand Trunk Railway Company of Canada, the Canadian Northern Quebec Railway Company, the Delaware and Hudson Railway Company, the New York Central Railroad Company, the Southern Counties Railway Company, the Montreal, Quebec and Southern Railway Company, the Montreal Street Railway Company, the Montreal Park and Island Railway Company, the Central Railway Company of Canada, the Vermont Central Railroad Company and the Rutland Railroad Company.”

Page 3, line 8.—Leave out “sections” and insert “Section 3.”

Page 3, line 11.—Leave out “bridge” and all the words after it to “of this Act” and insert “bridges, or tunnels referred to in Sections 2 and 3.”

Page 3, line 14.—Leave out “bridge or tunnel” and insert “bridges or tunnels.”

Page 3, line 15.—Leave out “is” and insert “are.”

Page 3, line 16.—After “construction” insert “for such bridges and tunnels.”

*In the Title.*

After “Company” insert “and to change its name to “The Montreal Central Terminal Company.”

Which said amendments were, by inadvertance, left out in the engrossed copy of the amendments attached to the Bill sent up to the Senate.

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOMAS B. FLINT,

*Clerk of the Commons.*

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. Beith, That the request of the House of Commons as contained in this Message of the 17th instant, to allow one of their Clerks to correct errors made in the engrossment of their amendments made to Bill (TT) on the 14th instant, intituled: “An Act respecting the Montreal Bridge and Terminal Company,” be granted.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative.