

expressed in these proposed amendments. What they contemplate doing is a thing that ought to be done. It is asking nothing that should not be granted. My objection is, that already on the Statute-book we have those things clearly and distinctly stated. In the charter of the company we have almost literally the same provision respecting this bridge, the only difference being that in the proposed amendments it is somewhat more expanded in words. I do not know that words could more fully and completely secure to the other roads desiring to use this bridge the privileges which they seek, and which are sought to be conferred on them by the passage of this amendment. My hon. friend from Ottawa must have overlooked this provision in the existing charter of the company, comprising as it does everything which is embodied in his proposed clause (A). In case of disagreement about right of way, etc., referred to in clause B, there most ample provision in the Railway Act itself. There is no necessity whatever in enacting them again in a private Bill of this kind. By the general Railway Act the Railway Committee of the Privy Council has power to inquire into, hear and determine any application, complaint or dispute respecting a variety of things which I shall not trouble the House by reading, but I do not know that any words could more fully convey to our minds the idea of absolute power to settle any difficulty which may possibly arise in connection with the Bill that is now before us. I think, therefore, it is very clearly and distinctly unnecessary that the Bill should be amended by the addition of these clauses, and if my hon. friend does not see his way clear to withdraw them I shall have to appeal to the House to sustain my view of the question. In the meantime, I move the third reading of the Bill.

HON. MR. KAULBACH—Is that the same amendment that was proposed before the committee? There was a proposition from the city of Ottawa asking that some clause be included, and I think it was a similar proposition to the one that we now have before us.

HON. MR. CLEWOW—There seems to have been a great deal of misconception with reference to this Bill, and as it affects another Bill which has passed this House

to incorporate the Interprovincial Bridge Company, I will ask the indulgence of hon. gentlemen to review the question from its beginning, in order to show that as far as the Interprovincial Bridge Company are concerned, they have acted in perfectly good faith, and that they intend to carry out what must be admitted to be a project which will be of great service to the whole community and to the various roads desiring to use that bridge. I will commence by adverting to the fact that in 1880 an Act of incorporation was obtained by the Pontiac and Pacific Junction Railway Company for the construction of a road from the village of Aylmer, with power to bridge the Ottawa above, and no power to construct a bridge at or near Ottawa. The works were to be begun within two years and concluded within six years. The Act of 1882 gives power to bridge the Ottawa River at or near Ottawa from some convenient point on its line of railway between the eastern limit of Hull and the village of Aylmer, to connect with any line of railway running in or near Ottawa; also, power to build approaches, but no power to build any portion of the railway on the Ottawa side. It had also power to lease or sell the bridge to any of the three Governments or to the city of Ottawa, or to the city of Hull; also, power to unite with any company or companies in building the bridge and in working it, and to agree with any company as to its construction, management and use. The time for beginning the railway was extended to the 1st of September, 1883, and for completion until 1st September, 1888. There was no time limited for beginning or completing the bridge. The amendment of 1889 extends the time for the completion of the railway to Pembroke to the 1st of January, 1891, and in default all powers granted by former Acts are to cease as to the part of the railway then incomplete. The railway was not begun till after 1882. Aylmer was made the point of commencement. No portion of the road was built between Aylmer and Hull, and the company, had no authority to build a railway line from the Canadian Pacific Railway to the Ottawa, river on the Hull side, or from the bridge into the city of Ottawa, on the Ottawa side. The bridge charter was in existence for eight years, but nothing was done under it but prepare and deposit the plans. The Interprovincial Bridge Com-