

may say "we have certain passenger and freight trains to pass through, and you must wait until they pass."

Mr. CUMBERLAND—Any difference with regard to the extent or manner of exercising the running powers that we have granted to this company may be settled by arbitration, so that there is an escape from any difficulty of that kind. I should like to explain the circumstances under which this Parliament has been troubled with this legislation. We have been almost coerced to give running powers through our yard, in order that a particular railway as it now exists, or as it is now contemplated that it should exist, may connect its station at Parkdale with its contemplated station at the water front. This privilege, which is a very great one—a franchise of the utmost value, and one which I hope will be an element of profit to us—has been given to the Credit Valley Railway Company. What do we hear now? that you are invited not to legislate for the Credit Valley Railway Company alone, towards which, for the last two or three days, we have been lending a helping hand, but you must even pass us over to the Great Western. If the word "traffic" be left out, and the word "haul" be put in, the day after His Excellency shall have given the Royal assent to this Bill, our friends may hand us over bodily to the Great Western Railway, and the Great Western Railway get, without consultation with us, or compensation to us, access to the City of Toronto through our yard. All that we ask is this: that you will be good enough to protect our property from unfair users. We are ready to let the Credit Valley Railway in, subject to the compensation to be given to us, and to all the regulations which apply even to our own trains. We have dealt, I think, with great liberality, and we simply ask, don't let that franchise go into the hands of the Credit Valley Railway Company to be sold or hawked about. I can fancy myself the representative of the Credit Valley Railway Company going to Vanderbilt, in New York, and expatiating upon the magnificent future of this road, and specially laying stress upon this point that we have, by favor of the Dominion Parliament, access to the City of Toronto, and "there's millions in it." (Laughter.)

Mr. HAGGART—Why not?

Mr. CUMBERLAND—That franchise would be sold and trafficked for, without reference to the owners of the property, without profit or compensation to them.

Mr. KIRKPATRICK—You get compensation for it.

Mr. PLUMB—No; only for the traffic of the Credit Valley Railway Company.

Mr. CUMBERLAND—We ask you to protect our property from being hawked about and sold without consultation with us. The traffic of the Grand Trunk Railway is the traffic of the Michigan Central, or any other road from which it secures traffic on which it earns anything. The Canada Southern joins the Credit Valley Railway at St. Thomas, and the traffic coming from that road, or from any other road joining the Credit Valley Railway, which shall give the Credit Valley Railway Company earnings, is Credit Valley traffic beyond all question, and it cannot be said to be otherwise. That is a very different thing from getting into joint working arrangements.

Mr. WHITE (Cardwell)—That is not proposed here. I object to any words in this clause which will give rise to doubts as to the right of the Credit Valley Railway Co., to make traffic arrangements with any other company. It seems to me that the joint working which they are not allowed to enter into is protection enough, and I would, therefore, move to amend the clause in that direction.