

without regard to private rights, and what do they, in that respect, more than their illustrious predecessors, the Grand Trunk and the Northern?

Hon. Mr. MACKENZIE—I protest against this way of speaking. If the people of Toronto have any special interest in this Bill, let us hear it, but not a dissertation upon the morality of railroad companies. The gentleman should be confined to the special interest he represents, whatever it is.

Mayor BEATTY—I did not understand that I was speaking about the morality of railway companies. Those companies come to Parliament to have things done that private parties could not do; and when they do the people of Toronto ask Parliament to protect and promote their interests. It seems that they cannot be as well promoted in any other way as in the manner proposed. A large tract of the land involved in this question has never been granted to anybody.

Mr. OLIVER—Which land do you refer to?

Mayor BEATTY—The forty acres at the Northern Station and the 100 feet strip. The fee is in the Crown. Whatever effect statutory enactments may have had upon it is not the question. All we ask is that the Government should take back to themselves that right of control and disposition of these tracks, so as to protect the public interests.

Mr. HECTOR CAMERON—If the fee is in the Crown, is it in Canada or Ontario? Because, if I am not very much mistaken, the representative of Toronto argued in Toronto that the fee was in Ontario and not in the Dominion.

Mayor BEATTY—There are some authorities who say that it is in the Dominion.

Hon. Mr. MACDOUGALL—You are referring to the forty acres?

Mayor BEATTY—Yes, and to the part of the 100 feet strip that is in the Crown yet. Where the authority is to grant a patent—whether by this Government or the Local Government—is another question. The decision of the courts is important, and where rights can be adjudicated upon by the courts, it ought to be done, but it is obvious that the courts have not that control which is necessary to protect the public interests in connection with these railroads. It is important that some tribunal should be established, or authority given to some existing tribunal for the purpose of adjusting these rights. As I have read the Bill this morning, it throws back to the Governor in Council of the Dominion the power to adjust these matters in connection with the lines of these railways, and I think it is of the first importance that something should be done to place the matter where it can be finally settled. The subject has been discussed and disputed for some twenty-five years in one form or another. In connection with the Credit Valley Railway, of course, it is a very modern thing; but the interests are of such a character that some legislation, it seems to me, is necessary for the purpose of promoting them. I do not say that the form of this Bill is exactly the proper one, but, if it should be placed in the hands of the Governor in Council, they will protect the public interests and vested rights. We want the city to have the benefit of its expenditure of \$250,000 and the benefit of the trade it was granted to secure.

Mr. HAGGART—There does not seem to be much difficulty between the parties as to the right of the Credit Valley Railway to get into the City of Toronto. They all think it has that right, but the principal objection is that they should come upon that hundred feet of ground. We do not ask that; we ask to be allowed to come into the City of Toronto and cross the Northern and Grand Trunk Railways' tracks in such a manner as the Governor in Council may approve of. We leave the whole question to the engineer appointed by the Government, who may say there is no room upon this 100 feet; and