

"Hon. Mr. WELLS—That is the first I have heard of it."

"Mr. CASSELS—Mr. Hickson, acting for the Grand Trunk Railway, made certain suggestions. It is idle to say that, because these suggestions do not meet the approval of one railway, they are immediately to take other proceedings. As far as Bathurst Street there is no trouble."

"Mr. CUMBERLAND—I would venture to suggest that, if an arrangement is made to Bathurst Street, it should be made to Brock Street; there is plenty of room on that point for the Credit Valley Railway, if it succeeds, as I trust it may, in getting the right way. Then the question with the Grand Trunk arises."

The whole difficulty seems to be that, when they arrive at Bathurst Street, one road wants to shove the Credit Valley on to the other. That strip of land is 100 feet wide; they have five tracks on it, a couple of which were laid, I believe, immediately before the Credit Valley tried to get into the city. I am informed by engineers that there is no difficulty in putting down seven or eight tracks on that piece of property, and there is plenty of room for the Credit Valley Railway, independently of the other roads. It is assumed that there are other routes by which the Credit Valley Railway could get in, but, in order to utilize them, they would have to trespass on lands belonging to the Local Government, that have been appropriated for the Central Prison and other purposes, and it seems to be the opinion of different lawyers that ground acquired by the Government for their own purposes cannot be expropriated for railway purposes under the Railway Act. The object of this Bill is simply to re-invest in the Government the power of controlling the alignment and disposition of the tracks entering into the city over that piece of Ordnance land. The answer to this, that the question has been decided in the Court of Chancery, and that it has been decided there that the fee in this piece of land is vested in the Grand Trunk and Northern Railways, is, to my mind, the strongest possible argument in favor of this Company coming before the Committee to ask for this Bill. They do not ask to be granted right of way into the city without paying their proportion for the improvements which the different railways have made on the line; they are willing to pay their share of those improvements. They want immediate connection with the City of Toronto, and the only way they can obtain that is, by applying to Parliament for leave to make that connection.

MR. BOULTBEE—You have not stated very fairly what the Bill asks for. You have stated that the object of the measure is to allow the Government to control the alignment of the Grand Trunk and Northern Railway tracks through ground occupied by them. That may be your intention, but it is not what is stated in the Bill. The first clause gives the Government power to control the whole railway property of the Northern Railway Company in the City of Toronto—not merely to let the Credit Valley Railway in—and the second clause gives vastly larger powers than you have stated.

MR. HAGGART—The station buildings are all on Ordnance land belonging to the Government, and for which the Government never received any payment. The Credit Valley Company contend that the Northern Railway went on there without the sanction of the Government. You will see that the Bill provides that the Credit Valley Railway Company shall pay reasonable compensation for any lands taken by them under this Act. It is simply re-enacting the clauses of the General Railway Act.

MR. PLUMB—What is the object of re-enacting those clauses when we have them in the Railway Act?

MR. HAGGART—It is for the purpose of having a more summary way of getting in. (Laughter.)

MR. PLUMB—I think the question seems to be in the preamble of the Bill—whether the Government are prepared to assume that they are the owners of, and have the complete control of that piece of property. I do not see that there is any other question involved.