

it needs to acquire. It gives them that entrance without the necessity of infringing upon the rights of the Ottawa Street Railway Company by setting aside, by an Act of this Parliament, the conditions of the contract entered into between that company and Ottawa city council. We are, therefore, doing an injustice to the Ottawa Street Railway Company by the passage of the second section, and it is now revealed by the fourth section that we are doing this injustice without there being any necessity whatever for it; because the Hull Company will secure entrance to the city of Ottawa by means of the Canadian Pacific Railway and their bridge.

Mr. MACDONALD (Huron). There is another point to which I direct the attention of the committee. At page 2 of the Bill, from line 5 to line 11, it says :

And the possession by the company of the said railway under the lease to be given by the Canadian Pacific Railway Company in pursuance of the said agreement shall be held to be a fulfilment by the company of the obligation under its charter to construct a railway or tramway to Aylmer aforesaid, and other places referred to in its charter.

Now, Mr. Chairman, the charter is a Quebec charter, and it contains a by-law passed by the city of Hull. That provides that the Hull company shall connect Hull with Aylmer, Gatineau Point and Ironsides. The Bill, therefore, asks Parliament to declare that the lease of the line between Hull and Aylmer shall not only be held to be a fulfilment of the company's obligation to construct a line between these two points, but that it shall be held to be also a fulfilment of its obligations to construct a line to Gatineau Point and Ironsides. I think that is a point the lawyers of the committee should look into, and see if this agreement with the Canadian Pacific Railway Company prevents the construction of the other two lines.

Mr. DEVLIN. My hon. friend from Huron (Mr. Macdonald) states that, by endorsing this provision of clause 4, we shall pronounce the line already constructed. I may say at once that it is already constructed. I have explained to the House a dozen times over that, instead of building a new line, the Hull Electric Company simply leased from the Canadian Pacific Railway Company that branch of the Canadian Pacific Railway extending from Hull to Aylmer. They immediately placed a trolley wire above it, and ran their electric cars over the track. I would like to know wherein is the difference, whether you construct a line independently, or whether you take a line already constructed and perfect it in such a way as to meet all the requirements of the Act? The road is now constructed. It was taken over from the Canadian Pacific Railway, not forcibly, but with the consent and good-will of the company. It was converted from a steam railway into an electric

railway, so that every provision of that very charter is met here, and every one is satisfied. My hon. friend from North Norfolk (Mr. Charlton) objects to the cars of the Hull Electric Railway passing the Canadian Pacific Railway bridge.

Mr. CHARLTON. I do not object. I simply say that this gives you an entrance into the city of Ottawa.

Mr. DEVLIN. Certainly, I admit that at once. My hon. friend (Mr. Charlton) knows that, by the previous provisions of the Bill, we cannot go one inch into the city of Ottawa, except so far as we are allowed by the city council. We ask to cross this Canadian Pacific Railway bridge, so that we may draw our freight trains straight to the Union station, and so that we may bring these passengers who wish to connect with the Canadian Pacific Railway trains going west, to to the station. My hon. friend must know, and no one in the House knows better, the object for which the Pontiac Pacific Railway was constructed. He has travelled over the road, has visited the county of Pontiac, and knows the traffic that is done over this road. He knows well, that the passengers coming from Pontiac must get into the city of Ottawa, if they are to take a train to Toronto or the west. For that reason, it is asked that this lease shall be granted, and that the Hull Electric Company shall have the power of crossing this bridge, provided, of course, the Canadian Pacific Railway Company, who are the party most interested, shall give them that permission.

Mr. MACDONALD (Huron). My hon. friend (Mr. Devlin) said that the railway has already been constructed. That portion of it from Aylmer to Hull has been constructed, but that portion of it from Hull to Gatineau and Ironsides has not been constructed.

Mr. DEVLIN. I will at once meet the objection of the hon. member (Mr. Macdonald), if he allows me. I will drop out every word in the lines from 5 to 10 of the Bill, and that will cover more ground than my hon. friend wants.

Mr. CHARLTON. Undoubtedly, the company have reason to suppose that they will be able to effect an entrance to the city of Ottawa over the Canadian Pacific Railway bridge. My hon. friend (Mr. Devlin) points out the necessity to the company of having access to the Canadian Pacific Railway depot for its freight and its passengers going west. That is a commendable part of the scheme, but, if that power is obtained by the Hull Electric Company, I am unable to see that the passenger traffic would not be served just as well by a union depot on the Hull side as by a union depot on the Ottawa side. The Hull Company would have all the facilities it requires so far as its access to Ottawa is concerned, by making a