

"TORONTO, May 26th, 1875.

"SIR,—Under instructions from the Board of Directors of this Company, I have the honor to apply for the issue of a patent to this Company for the lands, and the lands covered with water, in its possession, being contained within the following boundaries, viz:—From the south side of Front Street to 'the Windmill line,' and from the west side of Brock Street to the east side of Bathurst Street, respectively projected south from the south side of Front Street to 'the Windmill line' in the City of Toronto.

"The Company acting under the powers of its charter, took possession of these lands on or about the 23rd of December, 1851, and with regard to a portion of them, viz., that then in possession of the Imperial Ordnance authorities, this transfer was authorized by an order of the Imperial Board of Ordnance (England) dated 2nd February, 1852. The occupation of the lands by the Company was further recognized and secured by the Act 19 Vic., Cap. 45. The Company, having expended very large sums of money in reclaiming and utilizing these lands is now desirous of receiving the patent for the issue of which, on its behalf, I now apply, observing that a legal question having (as stated in your letter No. 542, 1875) been raised as to whether the title to these lands is now in the Dominion or the Ontario Government, a similar application has been made to both.

"I have the honor to be, Sir,

"Your obedient servant,

(Signed)

"FRED. CEMBERLAND,

"General Manager."

So he shews pretty conclusively that both the Northern Railway Company, and from a statement made by Mr. Oliver, in this House, and in the debates which took place at the time, the Legislature understood that it was the intention of Parliament to maintain control of the disposition and alignment of tracks over that ground into the City of Toronto. The object of this Bill is simply to re-invest in the Governor in Council the power of disposition and alignment of these tracks so as to give the Credit Valley Railway right of way into the city. It is supposed that this railway will, with the Toronto & Ottawa Railway, form a connecting link with the Montreal, Ottawa & Occidental and the North Shore roads to Quebec, and it is a matter of vast importance to this section of the country that no obstacle should be placed in the way of this project. The Credit Valley Railway, has been largely subsidized by the different municipalities along its route, and it has received from the City of Toronto a bonus of \$350,000, one of the conditions being that it should come into the city on an independent line. Fifty thousand dollars of the bonus has been withheld until that condition has been complied with, and the Company are under bonds to the extent of \$500,000 to construct an independent line into the city. From Queen Street to Bathurst Street there is a hundred feet strip of ordnance land upon which there are five tracks over a portion of it, three belonging to the Grand Trunk Railway and two to the Northern Railway. There seems to be no opposition by either road to the adoption of the route from Queen Street to Bathurst Street, and they have no objection to the line laid down by Mr. Shanly.

Mr. CASSELS—They have very strong objections.

Mr. HAGGART—I will quote the statement of Mr. Cassels himself before the Privy Council. The objection seems to arise from Bathurst Street, easterly. From that point the Grand Trunk wish the Credit Valley Railway to pass over the lands of the Northern Railway Company, and the latter, as I understand it, wish them to pass over the lands of the Grand Trunk Railway. Before the Railway Committee of the Privy Council, Mr. Hay remarked:—"But the gentlemen of the Northern Railway say that they are willing the Credit Valley Railway should go down to Bathurst Street, complete their road to that and get their money." To this Mr. Cassels replied: "I don't think the Grand Trunk Railroad would object to that." The whole statements of both parties before the Committee lead to that conclusion. Here is a question by Sir Charles Tupper, after the whole evidence had been adduced:—"Now, it appears to me if the Grand Trunk Railway and the Northern Railway agree to the Credit Valley Railway getting down to Bathurst Street, it will remove all difficulties?" To this, Mr. Cassels replied: "I think I have a copy of a letter from Mr. Hickson, in which he states that to Bathurst Street there is no difficulty."