

bridge, northward to Main Street, and failing that, they ask for the privilege of constructing a bridge on the east side of the road, the company stating at the time that they hold from the city of Hull an exclusive franchise to run an electric road over all its streets.

The Minister further states that the Hull Electric Company was incorporated by an Act passed by the legislature of the province of Quebec, under chapter 59 of 58 Vic., 1895, the company being granted the power to construct tramways in any point or points of the city of Hull, town of Aylmer, and village of Gatineau Point, in and between such city, town or village.

The Minister further states that the Ottawa Electric Railway Company, as the Ottawa City Passenger Railway Company, obtained a statute from the Parliament of Canada in the year 1892, being chapter 53 of 55-56 Victoria. In the first clause of the Act it is enacted that the Ottawa City Passenger Railway Company may extend, construct, maintain and complete an iron railway from and communicating with the end of its present line of railway, at or near the Union bridge, thence subject to the provision hereinafter set forth, across the said Union bridge and over, along and upon such streets in the city of Hull as may be authorized. Clause second provides that the company shall not take possession of any of the approaches to the Union bridge without the consent of the Governor in Council, but with such consent, the company may, upon such terms as the Governor in Council shall prescribe, use and occupy so much of the Union bridge, and of the approaches thereto, as may be necessary for the railway of the company.

The Minister further states that the company have received permission to use the Union bridge, and have laid tracks on it; and that the Ottawa City Passenger Railway Company, having obtained a federal charter wherein is explicitly granted the privilege now asked under certain conditions, there can be no doubt that they are entitled to be granted the privilege in question in preference—

And I invite the special attention of the committee to that.

—to the Hull Electric Company under whatever conditions the Government may prescribe.

The Minister, in view of the foregoing facts, recommends that the Ottawa Electric Railway Company be granted permission to extend their track from the bridge over the Ottawa River at the Chaudière into the city of Hull, on the following conditions: 1st. That the said track be laid in the position shown by blue dotted lines on the plan hereto attached. 2nd. That at the point marked "B" and "B" on the said plan where the tracks will cross the roadway, a permanent pavement between their tracks and at least two feet outside of the outer rails, to be laid in such a way that the surface of the rails shall not project more than one-half inch above the pavement.

The conditions are too long, and I will not read the rest now. This is the last clause of the Order in Council:

The Minister further recommends that before any work is proceeded with by the company, they shall submit for the approval of the Minister of Public Works, plans showing the exact location of the tracks with relation to the roadway, as well as details of construction.

Acting under this proposal, the Ottawa Electric Railway Company proceeded to call

Mr. BELCOURT.

for plans of the proposed structures in order to complete the gap between the bridge and Main street in the city of Hull, and had these plans prepared. The work is already under contract, and the Ottawa Railway Company has gone to considerable expense in the matter. Now, the Hull people not only ask that they may be permitted to come into the city of Ottawa—to which I, for one, have no objection—but they also ask to be allowed to use the tracks of the Ottawa Electric Railway. I submit that that amendment should be made subject, not only to such conditions as the Governor in Council may impose, but also to an agreement between the Ottawa Railway Company and the Hull Electric Railway Company, or upon such compensation as this committee may deem right to impose.

Mr. CHARLTON. I desire to propose as a new amendment to this section, that the following words be added:—

And the said company shall not have power to collect fares or rates for service within the limits of the city of Ottawa.

I think this has been assented to by the promoter of the Bill, and this removes the objection as to infringement of the rights secured by the Ottawa City Railway Company by contract with the city.

Mr. DEVLIN. My hon. friend must have misunderstood me, I never agreed to such a proposition. It would be utterly impossible. In fact there are some days when half the fare would not be collected, and such a clause would not work. First of all, I must explain that the cars are crowded. There are days when we carry as many as four or five thousand passengers, and the conductor must begin to collect the fare from the very start.

Mr. CHARLTON. I do not mean that they shall not be allowed to collect fares within the limits of the city of Ottawa, but that they shall not collect fares for service within the city.

Mr. DEVLIN. Then I will point out that the Ottawa Electric Railway will not even allow us to cross a quarter of an acre of their track without forcing us to pay fare; and they want the Hull Electric Company to run over a large portion of its own track without collecting a cent. I cannot accept that amendment.

On section 4,

Mr. CHARLTON. It appears, from the provisions of this section, that the Hull Electric Company contemplate entering the city of Ottawa by means of the Canadian Pacific Railway bridge. The words are:

And of running and operating said trams and cars upon the railway tracks of Canadian Pacific Railway Company within the city of Ottawa.

This provision gives the company entrance into the city of Ottawa, and all the entrance