

amalgamation of the two companies, which will secure the building of that bridge. I do not at all share the idea of my hon. friend that this Bill will have the effect of stopping the building of the bridge. The bridge must be built, even if the company had to do it without assistance. When the amalgamation takes place, as I believe it will, I am under the impression that the city of Ottawa, the Quebec authorities, the Ontario Government, and the Dominion authorities, will all contribute to the construction of that important work. In this way the passage of the Bill will secure the result without the necessity of making the alterations. The hon. member from Amherst attaches importance to the fact that nothing is said about running powers, but surely any agreement to permit trains to pass over the bridge must include in it the power to use the roads leading to the bridge. I think there is a clause in the Railway Act which authorizes companies to make such traffic arrangements; there is no difficulty at all on that score. I do not think it wise that I should enter fully into the statements made by the hon. member for Rideau division, because I think it was scarcely fair to the House that they should be presented as they were. I have shown the *bona fides* of this company and that the proposed amendments are totally unnecessary—that the public interests and those of other railways are protected by the provisions of the Railway Act and by the existing charter of the company. I trust, therefore, that the amendments will be rejected and that the House will consent to the third reading of the Bill as it stands.

HON. MR. HOWLAN—When this Bill came before the Standing Orders Committee there was no proper notice given that such an Act should pass. The matter was before the committee, and we reported that, not having such a clause as this, the Bill should pass. Therefore, if the power which is now sought had been in the Bill when it was before the committee we would not have accepted it because there was no notice. It is, in my judgment, smuggled into the Bill. That is the way the matter occurs to me. I have not the remotest doubt in my mind that if this clause had been in the Bill when it came before us it would not have passed through our committee.

HON. MR. OGILVIE—The hon. member from Rideau division laid great stress, both in the committee and here, upon the fact that the Pontiac Pacific Junction Railway Company had done nothing—had not made an attempt to build the road between Aylmer and Ottawa.

HON. MR. CLEWOW—I said with respect to building the bridge, not the railway.

HON. MR. OGILVIE—The bridge and the railway.

HON. MR. CLEWOW—My reference was entirely to the bridge.

HON. MR. OGILVIE—I have a distinct recollection of hearing him say both the bridge and the railway, in the committee.

HON. MR. CLEWOW—The hon. member is mistaken.

HON. MR. OGILVIE—There is an understanding that as soon as the proper papers are passed the Pontiac Pacific Junction Railway Company will acquire the branch between Aylmer and Ottawa. So far as the amendments are concerned, everything that could be accomplished by them is in the Bill and the general Railway Act. That being the case, I think it would be a pity to adopt amendments which will be perfectly useless. I hope the House will pass the Bill, as the committee did, almost unanimously, and without amendment.

HON. MR. VIDAL—I would call attention to the fact that the proposed clause "A" will entitle any and every company to go over, not only the bridge and its approaches, but the whole line of the Pontiac Pacific Junction Railway. Surely that is not a privilege which should be conferred.

The Senate divided on the amendment, which was adopted by the following vote:—

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