

shall not locate station grounds south of the Canadian Pacific Railway tracks without the consent of the city was carried.

Corporation Counsel Fullerton and others opposed a section giving municipalities through which the line passes the right to authorize the company to use any motive power within their boundaries, and the clause was finally passed as follows:—"Electricity shall be the motive power used by the company on Yonge street and within the present or future limits of the City of Toronto."

Rights of Municipalities.

Mr. Hill, M. P. P. (West York), objected to the clause giving to the city only the power to construct, maintain and operate works, routes, turn-outs and switches, such work in the city to be done to the satisfaction of the Engineer. Every municipality affected, said Mr. Hill, should have the right to decide as to whether such work was satisfactory so far as concerned the territory within its jurisdiction. The clause was amended so as to embody Mr. Hill's suggestion.

A lengthy discussion followed on section 10, providing that no connection shall be made with steam railways, and this was finally amended so as to make it clear that the company is not authorized to connect with any other than electric railways within the city limits. Mr. C. C. Robinson, on behalf of the county, asked to be allowed to introduce an amendment at this point. Mr. Hill said that he understood Mr. Robinson had no right to appear for the Council, as he had not been authorized by the Legislation Committee. Councillor Evans, who was present, stated that Mr. Hill was mistaken, as Mr. Robinson was authorized by the County Council to act for them. Later it was found that the point Mr. Robinson had desired to include was fully covered in the bill, and it was not pressed.

The clause empowering the company to purchase the Schomberg & Aurora Railway Company was amended, so as to provide that in case the Metropolitan increases its traffic or the character of its cars, their speed and other regulations necessary for the protection of life and property shall be subject to the approval of the Lieutenant-Governor in Council.

Against the City.

Mr. Marter, M.P.P., moved that within the present limits of the City of Toronto the Metropolitan and all railways now or hereafter operated or owned by the company shall be deemed to be street railways.

This led to a long and warm discussion. Hon. Mr. Davis considered it a most extraordinary provision. He had, he said, taken the attitude throughout that the rights of the municipalities concerned should be protected, and Toronto's rights were fully guaranteed by the bill as amended. The proposition now advanced sought not only to give the city all rights now, but for all time to come, inside and outside of the city limits.

President Warren of the Metropolitan said that such a provision would place the railway in the hands of the customs authorities, who would charge \$6, \$7 and \$8 a ton on the rails to be used.

Mr. Crawford, M.P.P.—You must not expect that we shall lose control of our streets in order to enable the railway to evade the customs dues.

Mr. Warren—If the City of Toronto does not want the railway, we are prepared to withdraw the whole bill now.

Mr. Pattullo, M.P.P., thought the committee had so dealt with the measure as to safeguard all the interests of the city.

The amendment was lost on the following division:—Nays—Barber, Beatty (Parry Sound), Charlton, Colquhoun, Conmee, Davis, Farwell, Gra-

ham, Guibord, Loughrin, McKay, Pattullo, Reid (Addington), Richardson, Russell, Wardell—16.

Yeas—Beatty (Leeds), Brown, Crawford, Foy, Gallagher, Hill, Hislop, Marter, McLaughlin, Pyne, Whitney—11.

Toronto Again Defeated.

Mr. Crawford then moved this amendment:—This act, so far as it confers any power, right or privilege to be exercised within the City of Toronto, shall not take effect until an agreement has been executed by the City of Toronto, the Toronto Railway Company and the company, and then only upon the terms set forth in such agreement.

Mr. Fullerton desired to say something on this point. There were loud cries of "question," "question," from a number of members of the committee. However, Mr. Fullerton insisted on being heard. He represented vast interests, and did not think it fair of members of the committee to howl him down.

Mr. Wardell, M.P.P., said the city's legal representatives had no rights over members of the committee, and could only be heard by their consent. He opposed the amendment.

Mr. Fullerton replied that the amendment was necessary, because clause 8 of the bill which had been passed by the committee gave the company power, without reference to the city, to erect a station in the city boundary, north of the C. P. R. track.

Cries of "question," "question," were uttered with renewed energy, and the Chairman, Hon. Mr. Dryden, put the amendment, which was lost, on the following division:—

Yeas—Beatty (Leeds), Bridgland, Crawford, Foy, Gallagher, Hill, Hislop, Marter, McLaughlin, Pattullo, Pyne, Russell.—12.

Nays—Barker, Beatty (Parry Sound), Bowman, Brown, Charlton, Colquhoun, Conmee, Davis, Farwell, Guibord, Loughrin, McKee, McKay, Pardee, Reid (Addington), Wardell.—16.

The Committee Adjourns.

Mr. Hill, M.P.P., then moved that the company should assume the responsibilities of a railway, and be liable for any damages caused by the operation of the bill.

Mr. Crawford, at this point, said that the House was in session, and the committee could not legally continue. He asked the Chairman's ruling on this