

*Private Bills*

course is not the actual value of the real estate but rather what is known as the annual value. So this bill asks that this amount be increased to \$100,000; and again it must be borne in mind that this is the annual value of the real estate involved.

Perhaps I should state very briefly what created the need for this legislation. After the Globe Printing Company was first incorporated it carried on business in various places in the city of Toronto, but in 1936 the Mail Printing Company was purchased by it and that latter company owned a parcel of land at the corner of York and King streets. As a matter of fact title to that land is still in the name of the Mail Printing Company. The Globe Printing Company financed the erection of a fine and important structure on that site, in which one of Canada's great national newspapers is now published; and the Globe Printing Company are anxious that their act of incorporation should give them sufficient latitude to acquire ownership of and title to the land and building in which they carry on their business. The present limitation of \$30,000 is not sufficient, and the measure now before the house will permit the Globe Printing Company to purchase the land and the building so that title to both the business and the property will be in the one name. In most cases, of course, there is no restriction on the amount of land a company may hold by its ancillary powers, but in this case there was a restriction in the original incorporation. Later that was amended to a more generous figure, and now the company is anxious to acquire title as aforesaid.

As I say, so far as I know there is nothing contentious or complicated in this proposal, so I would ask that the bill be given second reading and referred to the appropriate committee of the house for further study.

Motion agreed to, bill read the second time and referred to the standing committee on miscellaneous private bills.

## SECOND READINGS

Bill No. 26, respecting Chartered Trust and Executor Company—Mr. Jackman.

Bill No. 28, to incorporate the Canadian Home Assurance Company—Mr. Richard (Ottawa East).

## OTTAWA TRANSPORTATION COMMISSION—OTTAWA ELECTRIC RAILWAY COMPANY

**Mr. G. J. McIlraith (Ottawa West)** moved the second reading of Bill No. 30 respecting the Corporation of the City of Ottawa, Ottawa Transportation Commission and the Ottawa Electric Railway Company.

[Mr. Graydon.]

**Mr. Knowles:** Will the hon. member make a statement in connection with this bill?

**Mr. McIlraith:** On May 11, 1948, the city of Ottawa agreed to purchase the undertaking of the Ottawa Electric Company. In accordance with the agreement they took over the operation of the railway company on August 12, 1948. The actual operation of the railway is carried out through a statutory agent, the Ottawa Transportation Commission.

By two of the very early statutes of Canada, the railway was declared to be a work for the general advantage of Canada. In addition, the railway line operates between two provinces, since it operates from the city of Ottawa into the city of Hull. As a result, the dominion parliament has jurisdiction over its operations. The operation has been carried on since August 12, 1948, under the authority of section 150 of the Railway Act of Canada. That section of the Railway Act provides that where a railway company is sold it can only operate under authority of a further act of parliament. In the meantime, until the next sitting, the Minister of Transport has authority to issue an interim certificate. Such an interim certificate has been issued in this case, but that certificate can only be effective until the end of this session. It is, therefore, necessary that the act of parliament be granted or refused as the case may be.

I do not know that there is anything further I can usefully add at this stage.

**Mr. T. L. Church (Broadview):** I do not wish to oppose the second reading of this bill, but there should be a clause in it to guard the rights of the public. I would suggest that hon. gentlemen consent to having this particular bill referred to the committee on railways so that that committee can examine it and see that the proper safeguards are put into the bill to protect the public. No doubt the public have partially voted on it, but there should be a bill of sale to the city of physical assets and all other securities.

I think the committee should have an opportunity of examining the bill in detail, and seeing that the public rights are protected. It seems that is going to mean an increase in fares. I move, seconded by the member for Bruce (Mr. Robinson), that on second reading the bill be referred to the committee on railways so that it can be examined and the public rights safeguarded.

**Mr. Rodney Adamson (York West):** Mr. Speaker, my interest in the matter concerns the taking over of the Eastview Bus Company. I understand that, when the Ottawa