

from automobile traffic. That will be completed some time late next year, we hope.

Senator ISNOR: What about the crossings at Riverside Park? I think there are two or three.

General CLARK: The crossing at Riverside—this is down near Riverside Drive?

Senator ISNOR: Yes.

General CLARK: This is a crossing that is being arranged, I understand—and my staff will correct me if I am wrong—with the City of Ottawa. That is not part of the railway relocation plan. It is a grade separation which is needed, and this will be needed from time to time, and I understand that the City of Ottawa is building a grade separation at this point. We have acquired the land. You will see it on the N.C.C. maps. We plan a connection between a western and eastern parkway at some time in the future. We have acquired the land for grade separation when that is built.

If I might just say a word about industrial lands. The Government authorized the Commission to acquire for development industrial lands near the Walkley Road, Sheffield Road, Belfast Road, Coventry Road and a small area in Bell's Corners, in order to ensure that those industries which were served by rail and which were forced to move because of our railway relocation plan would have land on which to site their industries adjacent to the railway lines, as they had before. We settle with an industry that we take. We buy an industry up and settle fully. If he wishes to rebuild in our industrial lands we sell him land at 20 per cent less than the market value. If he had a private siding from the railway of any capacity—two, three or four cars or whatever it might be—we construct at our cost a siding of exactly the same size as he had before; but if he is expanding his building, as some are doing, there is plenty of land to increase the siding, but anything beyond what they have had at the previous location is financed by themselves in a private siding agreement with the railways.

We have in the industrial areas adjacent to Belfast Road, Sheffield Road, Coventry Road and at Bell's Corners sold 21 sites comprising some 100 acres of land. On 15 of these sites, comprising some 76 acres, new industrial buildings have either been built or are well under construction. We are currently negotiating with eleven more industries for sites in these industrial areas. We are absolutely confident we have much more land than is needed by any industry we displace. As a result of this we have recently sold land to some new industries along with railways that were not displaced.

It was our judgment and the judgment of the various commissions and advisers that when the railway relocation plan was completed, which would eliminate the duplication of a great deal of railway lines and facilities, and when they were concentrated into one system, that this could best be operated by a terminal railway company, which Bill S-3 seeks authority to incorporate.

I think, Mr. Chairman, this is a very quick summary of the progress we have made since our last meeting.

The CHAIRMAN: I am sure the committee is obliged to General Clark for his summary. Are there any questions of General Clark?

Is the committee satisfied in general with the principle of the bill? Shall we proceed now to hear the representations of the railway unions?

Hon. SENATORS: Agreed.

The CHAIRMAN: Gentlemen, which of you wishes to submit the summary? You have a submission you wish to read. Which of you gentlemen will come up and read the summary to us.

Senator ROEBUCK: Mr. McGregor of the Brotherhood of Railroad Trainmen.