

## PRIVATE BILLS

OTTAWA AND NEW YORK RAILWAY  
COMPANY—SECOND READING

**Hon. John J. Connolly** moved the second reading of Bill D, respecting Ottawa and New York Railway Company.

He said: Honourable senators, this measure, entitled "An Act respecting Ottawa and New York Railway Company", is a bill for the purpose of dissolving the company. If I may, I should like to give a brief historical survey of the company, so that honourable senators will better appreciate what the position is. If the bill is given second reading today, I would propose that it be referred to either the Standing Committee on Miscellaneous Private Bills or to the Standing Committee on Transport and Communications.

This company was incorporated in 1882 under the name Ontario Pacific Railway Company, and was designed to provide rail transportation between Ottawa and the state of New York. In 1910 the company was taken over by the New York Central Railroad Company. In 1952 the passenger service on the road was discontinued, and in 1957 an order was made by the Board of Transport Commissioners at Ottawa permitting the company to discontinue its freight service between Ottawa and the terminal points in the state of New York.

This line crossed the St. Lawrence River at a point near Cornwall, where the company owned a railway bridge. At a later date the facilities of that bridge were expanded to provide for vehicular traffic, and some years ago the company made a lease with the Cornwall Northern New York International Bridge Corporation for the purpose of providing service for the vehicular traffic over the bridge. However, when the St. Lawrence Seaway Authority, both American and Canadian, began to develop their great project in the St. Lawrence River, plans were made for a high-level bridge over the south channel of the new seaway precisely at the location of the bridge owned by the company now seeking this legislation. Some negotiations were carried on between the New York Central Railroad Company and the Seaway Authority, and finally the Seaway Authority made an arrangement with the railroad company to buy the right-of-way, the bridge, and all the undertaking of the railway south of Highway No. 2 near Cornwall. The price, I understand, that was paid to the railway company for those facilities was \$4½ million.

That disposed of a great deal of the assets and undertaking of the company, but it left the line between Highway No. 2 near Cornwall and Ottawa, as well as the station grounds in Ottawa, to be disposed of. Three months ago those assets were purchased by the Canadian National Railways.

The bill provides, first, that the New York Central Railroad Company, which is the parent company and owns all of the assets and stock of this company, shall be liable in respect of all claims which might be made against the company to be dissolved. Secondly, the measure provides that the company shall be dissolved.

Honourable senators, that is the explanation of the bill.

**Hon. Mr. Roebuck:** Would the honourable senator tell us what the railway is prepared to do with respect to its employees? Some at least of the employees are residents of this city, and others live at various places along the line. What does the railway propose to do with respect to those employees who have to move?

**Hon. Mr. Connolly (Ottawa West):** Unfortunately, I cannot give a specific answer to that question. I may say, however, that the track and all of the facilities have been removed, and there remains only the right-of-way. Whether an arrangement was made by the New York Central Railroad that the employees be stationed elsewhere, I cannot say. I would suggest to the honourable senator from Toronto-Trinity (Hon. Mr. Roebuck) that this question be asked of the persons who appear before the committee, when the bill is at the committee stage. In the meantime I will undertake to have them advised that they should be prepared to answer such questions.

The motion was agreed to, and the bill was read the second time.

## REFERRED TO COMMITTEE

On motion of Hon. Mr. Connolly (Ottawa West), the bill was referred to the Standing Committee on Transport and Communications.

RIO DE JANEIRO TRAMWAY, LIGHT AND  
POWER COMPANY, LIMITED—  
SECOND READING

**Hon. John J. Connolly** moved the second reading of Bill E, respecting The Rio de Janeiro Tramway, Light and Power Company, Limited.

He said: Honourable senators, as honourable senators have noted, items 3, 4, 5 and 6 on the Order Paper are all for the second reading of private bills standing in my name. I should explain in the first instance that these measures originally were to stand in the name of the honourable senator from Toronto (Hon. Mr. Campbell), but unfortunately he is indisposed, owing to the grippe. I shall try to be a good substitute for him.

In the second place I should like to say that there is a great deal of similarity in the bills mentioned in items 3, 4 and 5, and I think