

*Ottawa and New York Railway***After Recess**

The house resumed at eight o'clock.

**PRIVATE BILLS****SECOND READING**

Bill No. 31, respecting certain patents of Autographic Register System, Limited.—Mr. Anderson (Toronto-High Park).

**OTTAWA AND NEW YORK RAILWAY COMPANY**

Mr. F. T. SHAVER (Stormont) moved the second reading of Bill No. 32, respecting the Ottawa and New York Railway Company.

Mr. NEILL: Explain.

Mr. SHAVER: About thirty-five years ago the Ottawa and New York Railway Company constructed their railroad between Ottawa and Tupper Lake, New York. This railroad crosses the St. Lawrence river at Cornwall, and about three-quarters of the bridge over which the railroad crosses the river is located in Canada. About fifteen years ago the Ottawa and New York Railway Company leased this bridge to the New York Central Railway Company, which has been operating it ever since.

The purpose of this bill is briefly, to authorize the Ottawa and New York Railway Company and its lessee the New York Central Railway Company to enter into an agreement with the toll bridge company to plank this bridge and operate it for vehicular traffic. I might quote very briefly the original act of incorporation by which this company came into being.

In the year 1882, an act known as 45 Victoria, chapter 78, and entitled "an act to incorporate the Ontario Pacific Railway Company," was passed by the parliament of Canada, authorizing the construction of the bridge and the construction of the railroad. In 1884 an act known as 47 Victoria, chapter 57, and entitled "an act further to amend the act to incorporate the Ontario Pacific Railway Company," was passed by the parliament of Canada. Clause one of this act provides that the said company may construct with their railway bridge over the St. Lawrence river a passage floor or way for horses, carriages and foot passengers; and that they may make the same during the construction of the said railway bridge, or at any time after the completion thereof; and in the event of their electing to construct such passage-way or foot-bridge they may make, amend, repeal, reenact and enforce all such by-laws, rules and regulations as seem to them proper and necessary, as to the management, control

[Mr. Elliott.]

and use thereof, and as to the toll and fares to be received and charged for passing the same—such by-laws, rules and regulations and tariff of tolls and fares and every amendment or reenactment thereof, to be subject to the approval of the governor in council.

In 1915 an act known as 5 George V, chapter 50, entitled "an act respecting the Ottawa and New York Railway Company" was passed by the parliament of Canada, authorizing such company to lease its undertaking to the New York Central Railway Company, and authorizing the latter company during the currency of such lease, to exercise the powers and rights and be subject to the applications and be entitled to the immunities provided by the act respecting the Ottawa and New York Railway Company, and in the Railway Act and in every act for the time being in force.

From this it follows that since the Ontario Pacific Railway Company had the right to plank the New York Central bridge for vehicular purposes, by the act above referred to, its lessee the New York Central Railway Company by the act of 1915 referred to herein, should have the like powers. It also follows that if the New York Central Company did not desire to plank the bridge itself, it could lease the bridge to some company and allow this company to do the planking. Some difficulty arose, however, because it was found that on the American side there was no similar act to the act of 1915 and to the act of 1884 authorizing the companies in which the railroad and bridge were vested to plank the same for vehicular purposes. So a bill was prepared by the New York Central solicitors and brought before congress. This bill has already passed the lower house and I have been advised that before long it will have passed the senate.

The people of eastern Ontario, and particularly those of my constituency and especially the town of Cornwall, are very much interested in the success of this bridge. For a number of years the Cornwall board of trade, as well as the chambers of commerce of two or three large towns on the United States side of the river, have been promoting this project. If this bridge is planked for vehicular traffic, it will provide the only highway bridge across the St. Lawrence between the Victoria bridge at Montreal and lake Ontario, a distance of 190 miles. For 116 miles of this distance the St. Lawrence river forms the international boundary between Canada and the United States, and in 1929, 150,000 vehicles crossed the river by ferry. This project will, I think, commend itself because it will not be an expensive bridge as compared with the cost of