

“permit”. The form of document that would be given, that would have the heading of licence, would be called either a licence or a permit.

Senator CROLL: They take an objection and say you cannot grant licences. You do not call them licences, you call them concessions. Where is the difference?

Mr. FORTIER: In Bill S-33 we had included the word “licences” and that has now been deleted.

Senator CROLL: That is my point. What is the difference between the word “concession” and “licence”? You have “concessions” there now.

Mr. FORTIER: The word “concession” was in Bill S-33 and it still is in this present bill.

Senator CROLL: I see that.

Senator ROEBUCK: What you are asked is, what is the difference? What did you eliminate when you left in “concessions” and struck out “licences”? What did you eliminate by doing that?

Mr. HOPKINS: Mr. Chairman, may I intervene?

The CHAIRMAN: Yes.

Mr. HOPKINS: I assume that it was to protect the licensing authority of the City of Ottawa. A concession would presumably be contractual between the parties but a licence might still be necessary, despite the concession from the municipal authority.

Senator CROLL: That could be it.

The CHAIRMAN: There might be a concession to operate a newsstand, but it might require an additional licence from the City.

Senator CROLL: I understand that. I see that now.

Mr. FORTIER: A further amendment is now included in Bill S-3, in paragraph (g) of section 10. We have deleted the words “passengers,” “buses,” “cabs”. This deletion was made at the request of the Ottawa Transportation Commission.

The CHAIRMAN: This is under the heading of “transfer service” on page 3. It is paragraph (g)?

Mr. FORTIER: That is right. The Ottawa Transportation Commission complained that if the Ottawa Terminal Railway Company had the right to operate passenger ground transportation in the city, that would transgress its franchise to operate buses in the City of Ottawa. So that paragraph (g) now refers exclusively to the trucking operations.

The CHAIRMAN: And it includes the amendment that we made last year restricting it to “in and about the City of Ottawa”.

Mr. FORTIER: That is right, Mr. Chairman. The last amendment, which is now contained in this bill, is opposite page 17. In clause 26 of the Memorandum of Understanding, there is a date “second day of January, 1965” for the closing of all transactions. I am advised by the National Capital Commission that this has been extended beyond that date.

Senator SMITH (*Queens-Shelburne*): Would the witness repeat that, as I did not get the significance of it?

Mr. FORTIER: In clause 26 of the Memorandum of Understanding the closing date for land transactions is set out to be January 2, 1965. This date has been extended, by an agreement between the National Capital Commission and the two railways.

Senator ROEBUCK: What is the date now?

Mr. FORTIER: I understand it is August 1, 1966.