

Private Bills

Electric Company ceased to exist and was taken over by the corporation, the corporation also took over the Eastview bus lines, apparently without compensation to the private company operating those buses. The Ottawa Transportation Commission extended its lines over the territory served by the Eastview Bus Company and the Eastview Bus Company was put out of business.

My interest in the matter is the possibility of this move establishing a precedent which would enable the Toronto Transportation Commission to extend its operations into districts in which subsidiary lines are operated. If this precedent is established, it is in my opinion a very dangerous one; especially if this Eastview bus line was taken over without being reimbursed for the loss of the franchise it apparently held. I think the hon. gentleman responsible for the bill might enlighten the house on this question, which was brought to my notice when I was in Toronto over the week end.

Mr. McIlraith: Mr. Speaker—

Mr. Speaker: Order. The hon. gentleman is closing the debate.

Mr. Thomas Reid (New Westminster): I want to say a word on this bill, Mr. Speaker, before it passes to the committee. If this bill before the house concerned an ordinary railway company, perhaps only the members living in that city might be interested in it. We have before us, however, a bill affecting the capital city in which every member of parliament is interested.

For the past ten years at least parliament has voted moneys for the development of Ottawa as a national capital. Looking to the future it is expected that at least \$500 million to \$1,000 million may be spent. This railway is part and parcel of the national capital. I do not know whether the members are aware of the fact, but once the bill passes this railway ceases to be under the jurisdiction of the board of transport commissioners. It then becomes subject to the laws of the province of Ontario and the province of Quebec.

To my mind, there is no city which so lends itself to the lifting of the tracks completely as does the city of Ottawa.

Mr. Sinclair: And the street cars, too.

Mr. Reid: It is well known to those of us who have been here that the city council has been one of those groups of narrow-minded men—I say that without any disrespect. Anyone can look at the tracks and see they are a disgrace. Are we going to have in our national capital a transportation system that is long outmoded?

It was very interesting to note that one of the controllers or aldermen who ran for mayor, a gentleman named Geldert, left the city of Ottawa and went south. He wrote to the city council to say that some of the Ottawa policemen should be sent south to learn how to handle traffic. When he was in Ottawa we tried to tell him that, but he did not believe us. After he went abroad from this narrow-minded city, of course he saw the matter from a different point of view entirely. I have just as much interest in the development of the city of Ottawa as most of the residents of Ottawa have. I am interested in what is going to happen.

Already there is evidence of the high-handed manner of the railway company. The other night, while traveling on part of the antiquated system, I saw a notice to the effect that all those who have bought tickets will be compelled to turn them in before the end of the month or lose their money. As a matter of fact, the company is welching on the tickets. Since when is a ticket that you bought outdated and no good just because another company purchases the franchise? Yet you will see a notice warning the people that after the 31st of this month the tickets they have bought previously will be no good; and the people are sitting quietly by and not saying a word about it.

The council deliberated about the matter of tracks and trolley buses, and they said that buses should not be put in the city yet. But an expert from Toronto, whose name is known world-wide, says there is no city that lends itself more to the development of buses than does Ottawa; and that statement was made after he had looked the city over. Anyone who knows anything about Bank street and Sparks street will agree with him. I think it is high time that those tracks were lifted, that the streets were paved, and that a modern transportation system was put in. To members of this house who appropriate money for the beautification of Ottawa, I say that they had better give this bill a double look-over before they pass it.

Mr. Graydon: The hon. member had better get a bodyguard tonight.

Mr. Reid: The bill at least brought me to my feet.

Mr. J. T. Richard (Ottawa East): After hearing such a one-sided speech I think it is only fair, Mr. Speaker, that the member for Ottawa East should get up on his feet and tell the people of this country, through you, that the reputation of our council, of our railways and of our transportation system is