

Supply—Transport

figures are correct—around \$14 million has been paid out of the grade crossing fund and the federal treasury for this purpose. This means that those who would contribute under the scheme, including the railways, the provinces, municipalities and the federal fund have paid something like \$55 million toward the elimination of dangerous level railway crossings. When the fund was first set up there were several objectives and purposes in mind, the most important being public safety, and then there was a matter of public convenience. These matters, concerned legislators at that time and influenced their decision with respect to the measure. Consideration was also given to the rapidity of movement both by rail and by highway and it was realized that grade separations permitted this movement in a way no other method would.

It is interesting to study the statistics in connection with accidents at railroad and highway intersections. Of course the great majority of accidents occur at crossings which are unprotected, but a rather startling fact is that a considerable percentage of accidents occur at crossings where protective devices such as gates, automatic signals, bells, wigwags, flashing lights or even watchmen are to be found.

One reason why I raise this is the fact that in 1909 we had in Canada roughly 5,000 automotive vehicles whereas today we have just about 2,500,000 rubber-tired vehicles. That means that for every one vehicle using the roads at that time there are today five hundred vehicles, travelling at speeds greatly increased from the speeds of those days. No matter how far we have gone in providing protection at intersections, and we have gone a considerable distance, I think it is generally realized that protection has not kept pace with the needs which have arisen by virtue of the greatly increased traffic and the greatly accelerated speed at which it travels.

The problem has become most acute in many areas such as my own constituency of Peel. The population of that county has increased from 28,000 in 1931 to just about 56,000 today. In the south end of the county there is practically a city of over 30,000 people known as Toronto township. The problem with respect to intersections has become most serious in that particular area. In previous days the railroads were running almost entirely through countryside whereas today they are running through densely-peopled urban localities. All this has greatly exaggerated the problem that must be faced.

There are several very dangerous crossings in the county I represent which call seriously for attention and no doubt there are similar

dangerous crossings in many other constituencies across Canada. One particular crossing is where the Canadian Pacific main line intersects the Dundas highway just east of Cooksville. Both the highway and the railroad carry heavy traffic. Not only is this a dangerous crossing; in addition great inconvenience is caused to the travelling public every few minutes throughout the day and night.

There is another intersection in the county over which there has been a good deal of controversy. I feel that I should bring this to the attention of the committee. The Canadian National line from Toronto to Hamilton runs through the south end of the county. The Toronto, Hamilton and Buffalo division of the Canadian Pacific has running rights over this line. I imagine that it is about the busiest railroad line with the greatest frequency of traffic to be found in the entire dominion. Crossing this line at the northern limits of Port Credit is highway No. 10 which is also one of the busiest thoroughfares in the province.

The combination creates a problem which is of great concern to the people in that section. Hon. members will be interested to know that this crossing is protected by flashing signals, wigwags, gates, bells and a watchman. While there have been no fatal accidents in recent years, there was one within the last six years even with protective devices. From the standpoint of public convenience and the avoidance of delay, as well as consideration for public safety, this intersection creates a problem which calls for immediate attention.

When a subway was first proposed in 1910 the estimated cost was about \$26,000. Within ten years, in 1920, the estimated cost is said to have risen to as high as \$83,000. I am not able to give the present estimated cost of a subway nor do I think anyone else has the figure in any accurate detail, but the indication is that with applications cited by the C.N.R. as having been made in 1910, 1920, 1931, 1935, and the recent application which has been turned down by the Canadian National Railways, the matter of a subway is becoming and will become a much more expensive matter and of greater concern to those who would be making a contribution toward its cost. The longer it stands the greater the cost.

The municipalities concerned have asked the Canadian National to enter into negotiations with respect to the building of a subway at that point. Only the other day a letter was received by the municipality from Canadian National Railways saying that the railway was of course opposing it and would not enter into negotiations of that kind. In addition,

[Mr. Graydon.]