

TORONTO, NIAGARA AND WESTERN RAILWAY COMPANY—*Con.*

Lancaster, E. A. (Lincoln)—3200.

With regard to this Bill, I think an explanation is due the committee. This is an ordinary extension of time for the construction of a railway which has made considerable progress with its work and has spent a good deal of money. I will present my explanation of the case now, because, reluctantly, and much against my will—but I am bound to obey my doctor's advice—I am unable to be here to-morrow. The condition of my health compels me to get away and not annoy you gentlemen longer, much as I should like to continue, 3200-05.

TORONTO NIAGARA AND WESTERN RAILWAY COMPANY.

House in Committee on Bill No. 59.—*Mr. Currie*, 3270.

Currie, J. A. (Simcoe North)—3.

There is no doubt that the city of Toronto is very badly served by radial railways. That is not the fault of the Parliament of Canada, nor the fault of the legislature. As the promoters have accepted these clauses, and have never expressed anything to me to the contrary, notwithstanding everything that has occurred in this House, I do not see why any hon. member should get up and argue in favour of putting the Bill back in its original form, 3275-6.

Guthrie, Hugh (Wellington South)—3271.

It so happens—and, I think, has happened during the last eight or ten years—that whenever railway proposals affecting the city of Toronto come before this House or before the Railway Committee, Toronto representatives are inclined to insist upon terms being inserted in the charters which are not accorded to any other cities in the province of Ontario or, so far as I am aware, in the Dominion of Canada, 3271. But this railway, the Toronto, Niagara and Western, is an entirely different proposition. It obtained its charter, I think, in 1903 or 1904, and it has had its time extended once or twice. In the year 1909, it began active operations, or undertook the work of construction with a definite end in view, 3272. But the whole enterprise is being held up through want of an entrance in the city of Toronto, and if clause seven, as it is printed in this Bill stands, that railway will never get an entrance into the city of Toronto, 3273. But this company comes here having paid the city of Toronto and the private owners its money, having its plans approved on the order of the Railway Commission; and still because they ask time to complete their road the committee has said: no, we will block you at the city of Toronto, 3274.

Henderson, David (Halton)—3276.

There is no doubt about it that the people of the counties outside of Toronto claim

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that they have a right—I would say a vested right—to get into the city of Toronto. They have helped to build up Toronto. If it had not been for the people of the adjacent counties the city of Toronto would be a small town. The people of Toronto are indebted to the people of the country for the size of their city and the sooner they permit the people in the counties lying east and west to enjoy the privileges which they are by nature entitled to have the better for the city of Toronto, 3277.

Macdonell, A. C. (Toronto South)—3270.

Toronto asks no special privileges, but, owing to the circumstances of the case and the congestion of traffic, the problem of level crossings in Toronto is very different from that of level crossings in country district or in smaller towns. The level crossing is now practically a thing of the past in Toronto, 3270. The Chairman of the Railway Committee yesterday protested against the insertion of this safeguarding clause in the Bill because of vested rights. There are no vested rights in this matter; these people have had a charter for eleven years and have done nothing, 3271.

Maclean, W. F. (York South)—3274.

If you got a charter thirteen years under certain conditions then prevailing, it does not follow that if you fail to take advantage of the privilege granted you, the rights you then got must continue, 3274. I believe that in the public interest this road should elevate its track, but it certainly should consult the city as to its entrance. If they cannot agree they can go, as the Bill provides, to the Railway Commission for relief, 3275.

TORONTO NIAGARA AND WESTERN RAILWAY COMPANY.

House in Committee on Bill No. 59.—*Mr. Currie*, 3476.

Carroll, W. F. (Cape Breton South)—3476.

Suggests that Bill should stand for further consideration, 3476.

Macdonell, A. C. (Toronto South)—3476.

The object is that level crossings shall be put an end to in Toronto, 3476.

Nesbitt, E. W. (Oxford North)—3476.

Thinks that the matter should be left in the hand of Board of Railway Commissioners without restriction, 3476.

TORONTO TERMINALS.

Motion—Introduction of Bill No. 196.—*Mr. Reid*, 3784.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—3784.

Reads memo of deputy minister explaining Bill, 3784.