

northern part of the township, and there is a railway running across the southern part of the township; but no relief is being asked in connection with the railway running across the northern part of the township. The railway line in the southern part runs through an industrial area, and I have received no complaints about that. What we are asking for is a specific and limited bill to cover situations such as this. I have stressed the fact that it is a very limited bill we are asking for. We are not asking for a blanket bill at all, because, if the municipality had this power now, they would make a request to the Board of Transport Commissioners in connection with those five crossings and no more.

If they put in a blanket order, it is unlikely that municipal officers, who are normally intelligent people—if they put in a blanket order, the Board of Transport Commissioners—all they would have to do is to say: "Gentlemen, we cannot approve of the northern railway because there is no need for this relief in that area."

There is another aspect that has not been brought to the attention of the committee, that is, that actually this bill is a safety measure because, if your municipality applies to the Board of Transport Commissioners, the board will say: "All right, we will grant you this relief, provided you put in safety measures." I am certain, speaking about this municipality and about other municipalities in north York, there is one particularly up there, where the municipality would install the safety features. The Board of Transport Commissioners and all the witnesses that we have had before this committee have said: "What an advantageous thing that would be to have more safety measures." Passing or recommending this bill to the House—which is all I ask at the moment—would aid greatly in installing more safety measures.

Hon. Mr. CHEVRIER: Have you any objection to the suggestion I made, Mr. Adamson? It does not hurt your position in any way to postpone it. That is all.

Mr. ADAMSON: Well, basically, I have an objection in this way, sir: I feel that we have had enough evidence before this committee to enable it to report favourably on the principle of this bill. That is all we are being asked to do. We have had enough evidence before this committee to enable it to make a decision. I know the Board of Transport Commissioners; I have been down there and had many an argument with them and taken them out and shown them the crossings; and they all admitted that relief is necessary. But they all said: that is up to your committee, that is up to parliament; we cannot do anything. We are stymied because of parliament. We are up against it, because we have to get an amendment to the Railway Act. That has happened to me for years.

I will ask this committee to go on record in favour of this bill because, if we do not, the Board of Transport Commissioners would say: "We would like to have an expression of opinion from parliament; so, if we failed to approve this bill, that would definitely impose another barrier to get over with the Board of Transport Commissioners."

Hon. Mr. CHEVRIER: By adopting this suggestion, the committee declares itself in favour of the principle. The Board says it is in favour and is sympathetic with the position, although there is a doubt whether this is the way in which to do it.

Mr. ADAMSON: It is a matter of urgency.

Hon. Mr. CHEVRIER: The Railway Act has not been amended in some cases for fifty years.

Mr. ADAMSON: I have been trying to get this done for four years and I feel that waiting for another year or two is just two more years of discomfort to the people in this district. Gentlemen, there is a basic rule of government, namely,