

Message from the Senate

community for many years, trying to persuade the CPR to give us a little track time to move people into the urban core of the lower mainland. The number of reasons the company could find for not making track time available was incredible. I am pleased there seems to be a little muscle in this bill, giving this very necessary power to the Transport Commission.

As I say, the bill does not go far enough, but at this particular point we believe half a loaf is better than none at all, and the legislation will probably constitute a real contribution to the development of our cities and a better standard of life. We in this group have some reservations with regard to certain of its aspects, but we heartily support the legislation.

PROCEEDINGS ON ADJOURNMENT MOTION

[English]

SUBJECT MATTER OF QUESTIONS TO BE DEBATED

Mr. Deputy Speaker: It is my duty, pursuant to Standing Order 40, to inform the House that the questions to be raised tonight at the time of adjournment are as follows: the hon. member for Scarborough East (Mr. Stackhouse)—Finance—Statement of minister concerning level of corporate profits and necessity to pass on cost increases; the hon. member for Fraser Valley West (Mr. Rose)—Transport—Action to implement Transport Commission recommendations for prevention of railway accidents; the hon. member for Wellington-Grey-Dufferin-Waterloo (Mr. Beatty)—The Canadian Economy—Number of jobs created by corporate tax concessions.

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MESSAGE FROM THE SENATE

Mr. Deputy Speaker: I have the honour to inform the House that a message has been received from the Senate informing this House that the Senate has passed Bill C-5, an Act to authorize the provision of moneys to meet certain capital expenditures of the Canadian National Railways system and Air Canada for the period from the first day of January, 1973, to the 30th day of June, 1974, and to authorize the guarantee by Her Majesty of certain securities to be issued by the Canadian National Railway Company and certain debentures to be issued by Air Canada, without amendment.

The House will now proceed to the consideration of private members' business as listed on today's order paper, namely, notices of motions, (papers), private bills and public bills.

The Parliamentary Secretary to the President of the Privy Council rises on a point or order.

[Mr. Leggatt.]

● (1700)

Mr. Foster: Thank you, Mr. Speaker. In respect of the business of the private members' hour this afternoon, I understand that the hon. member for Portneuf (Mr. Godin), in whose name stands item No. 9, is agreeable to withdrawing his notice of motion for the production of papers. There have been discussions between members of various parties, and I think there would be an agreement in the House to continue with Bill C-27 on railway relocation and railway crossings. If there were such an agreement perhaps we could make that an order, Mr. Speaker.

Mr. Bell: Mr. Speaker, in view of the fact that there are only a few days left of this parliament, we certainly will agree to this move to show our sincerity in moving this bill along, but we hope the government will not ask us too often to give up the private members' hour as we guard it very jealously.

Mr. Deputy Speaker: I take it that the agreement is that motion No. 9 under Notices of Motions (Papers) is to be withdrawn with unanimous consent, and that we proceed to another order.

Some hon. Members: Agreed.

Mr. Deputy Speaker: This would have to be agreed upon by everyone, including the hon. member for Portneuf (Mr. Godin).

Some hon. Members: Agreed.

GOVERNMENT ORDERS

[English]

RAILWAY RELOCATION AND CROSSING ACT

PROVISION FOR PLANNING, ACQUISITION OF LAND, GRANTS, GRADE CROSSING ASSISTANCE

The House resumed consideration of the motion of Mr. Basford (for the minister of Transport), that Bill C-27, to facilitate the relocation of railway lines or rerouting of railway traffic in urban areas and to provide financial assistance for work done for the protection, safety and convenience of the public at railway crossings, be read the second time and referred to the Committee of the Whole.

Mr. Elmer M. MacKay (Central Nova): Mr. Speaker, we in this party regard Bill C-27 as a very significant piece of legislation. As our House leader has said, in the interest of expediting the orderly passage of this bill, we are prepared to speak briefly on it and, we hope, constructively, so it can be discussed further in the Committee of the Whole.

By way of an opening comment, I think I should say that it is a good and constructive development that the government has finally recognized in a tangible way the connection between urban development and transportation. This piece of legislation is not only somewhat overdue, as has been said by hon. members previously, it develops a somewhat new concept further to the concept