

*The Royal Assent*

This bill may give them yet another opportunity of doing so.

If the tracks are moved away from the downtown areas, the stations will also be moved. This will make it more difficult, in some cases impossible, for people to take a train. If it were not for the kind of resistance there is in the Toronto area to the obliteration and razing of Union Station, we could easily have all rail passenger facilities moved out of that area in spite of the fact the Metro Centre plan provides for a transportation centre.

We saw what happened a few years ago in Ottawa. We thought that removing the tracks from the downtown area was a beautiful and good thing. Most, including those directly involved and those watching on, agreed with moving the station away from the canal to the outskirts of Ottawa. What has this done? It has made it even more difficult for people to take a train out of this city.

**Mr. Speaker:** Order, please.

**THE ROYAL ASSENT**

[*English*]

**Mr. Speaker:** I have the honour to inform the House that I have received the following communication:

Ottawa, April 25, 1974

Sir:

I have the honour to inform you that the Honourable Wishart F. Spence, O.B.E., Puisne Judge of the Supreme Court of Canada, in his capacity as Deputy Governor General, will proceed to the Senate Chamber today, the 25th April, at 5.45 p.m., for the purpose of giving Royal Assent to a bill.

I have the honour to be,  
Sir,  
Your obedient servant,  
André Garneau  
Administrative Secretary  
to the Governor General

A message was delivered by the Gentleman Usher of the Black Rod, as follows:

Mr. Speaker, the Honourable the Deputy Governor General desires the immediate attendance of this honourable House in the chamber of the honourable the Senate.

Accordingly, Mr. Speaker with the House went up to the Senate chamber.

● (1800)

And being returned:

**Mr. Speaker** informed the House that the Deputy Governor General had been pleased to give in Her Majesty's name the Royal Assent to the following bill:

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 1st day of January, 1973, to the 30th day of June, 1974, and to authorize the guarantee by Her Majesty of

[Mr. Harney.]

certain securities to be issued by the Canadian National Railway Company and certain debentures to be issued by Air Canada—Chapter 6.

At 6.05 p.m. the House took recess.

**AFTER RECESS**

The House resumed at 8 p.m.

**GOVERNMENT ORDERS**

[*Translation*]

**RAILWAY RELOCATION AND CROSSING ACT**

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

The House resumed consideration of the motion of Mr. Marchand (Langelier) 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. John Harney (Scarborough West):** Mr. Speaker, before we were called to the Senate for Royal Assent, I was concluding my remarks. By the way, I am not forgetting that I intend to conclude them shortly.

[*English*]

I was making the point just before six o'clock, when we were called out for Royal Assent, that we must beware that the provisions of this bill are not used by the railways in a devious fashion to move essential passenger rail accommodations, stations, and terminal points away from those places in our cities where they are most convenient. I was making the point that with the excuse of beautification, clearance of track slums or regional redevelopment, it could be possible—I am not suggesting it would be done—for the railway company under one of its many avatars to persuade the fathers of a city that it would be better to have a track relocation, and before the city knew it they would have a project they really did not want, a project which would involved moving a rail terminal facility out of reach, as it were.

I had given the example of what happened here in Ottawa. I did make the point, and I will repeat it, that I am sure at the time it was decided to move the station out of Ottawa many people approved, as they felt that something unsightly, something that brought in smelly, smoky trains, would be moved away from the region of Parliament Hill. Since then we have come to realize that modern passenger trains are not unsightly and need not be dirty. We have also come to realize that moving the station out of the reach of the travelling public further discourages the travelling public from using the railway.

As the Minister of Transport (Mr. Marchand) pointed out to us not long ago, modern thinking is that railways, particularly their passenger services, have to return if the