

marginal note, of course, does not have any legislative bearing on the interpretation of the statute; it is the section itself which governs.

**Mr. Knowles:** I do not wish to extend this discussion but it is precisely because Beauchesne's fourth edition, citation 359, says that there is some importance to marginal notes that I raise the point. I am sure the minister will look at it, and third reading could be held over to make sure it is not a mistake or that we are not opening up something for the lawyers.

**Mr. Howe (Wellington-Huron):** There is just one question I would like to raise in connection with subsection 4, which indicates that:

No train shall enter any highway crossing at rail level at a speed greater than twenty-five miles an hour if at such crossing a person or vehicle using the crossing or an animal being ridden or driven over the same has been struck by a moving train—

In other words, if an accident had previously occurred. How are those crossings designated so that engineers on the trains will be able to know at which crossings they have to slow down to 25 miles an hour?

**Mr. McIlraith:** I am sorry I do not know how the railways so designate these crossings for the information of their engineers, but I do know that the board of transport commissioners have the required information which is carefully kept, and it is acted upon as required by statute.

**Mr. Howe (Wellington-Huron):** One other question. I wonder if there has been any discussion with provincial governments in connection with this particular part of the act so that similar designation might be made of highways for the protection of the motorist when approaching a crossing at which an accident had previously occurred. I wonder whether that has been discussed with the provincial departments of highways.

**Mr. McIlraith:** I think not, but I would hope that the designation would not be applied to cases like that, because it would encourage motorists to try and beat the train. That is one of the problems at such level crossings, where a motorist on seeing a train approaching wants to beat it across. If we were to indicate that a train was required to move at a slow speed at such a crossing, we would only be encouraging accidents, the whole purpose of the legislation being to prevent accidents.

Clause agreed to.

Clause 2 agreed to.

### *Telecommunication Corporation Act*

On clause 3.

**Mr. McBain:** Can the minister give us any percentage figures of the advantage the railroads in Canada are taking of the installations of reflector type markings on box cars?

**Mr. McIlraith:** The number of railway cars which have so far been marked in this way is about 20,000. There is an annual rate of 6,000 additional box cars which are so marked. Of course, there is the requirements that all new box cars be so marked as they are put into use, as well as certain old cars when they are being repainted.

Clause agreed to.

Title agreed to.

Bill reported.

**Mr. Deputy Speaker:** When shall the said bill be read the third time? Next sitting of the house?

**Some hon. Members:** Agreed.

### CANADIAN OVERSEAS TELECOMMUNICATION CORPORATION ACT

#### AMENDMENTS RESPECTING CO-ORDINATION WITH OTHER NATIONS, ETC.

**Hon. G. J. McIlraith (Minister of Transport)** moved that the house go into committee to consider the following resolution:

That it is expedient to introduce a measure to amend the Canadian Overseas Telecommunication Corporation Act to extend the co-ordination of Canada's external telecommunication services to include co-ordination with nations outside the British commonwealth; to increase the number of directors of the corporation by two; to provide for the appointment and salaries of vice presidents; and to provide further for certain consequential changes in connection with the administration of the act.

Motion agreed to and the house went into committee, Mr. Lamoureux in the chair.

**Mr. McIlraith:** Mr. Chairman, the resolution stage of this bill is not required because of any significant charge being put on the treasury but really because of technical reasons in that certain sections could conceivably have a bearing on the financial aspects of the bill. It is really a bill containing a number of small amendments arising out of administrative experience, and because of the growth in the corporation.

Perhaps I could summarize them at this stage, although they would better be dealt with when the bill is before us. The purpose of the resolution, of course, is to ask approval for leave to introduce a bill to amend the Canadian Overseas Telecommunication Corporation Act so as to provide changes in the executive structure of the corporation to reflect the expansion in its size and activities