

neer is obliged to either sound the whistle or ring the bell before coming to a railway crossing. I see in this clause he must do both.

Hon. Mr. McMILLAN—It is a wise provision.

Hon. Mr. SCOTT—The railway people have some observations to make on this, and we had better let it stand.

Hon. Mr. McMILLAN—They generally ring the bell and sound the whistle.

Hon. Mr. YOUNG—They cannot take too much precaution in crossing highways.

Hon. Mr. LOUGHEED—It is a question if they whistle whether the bell can be heard.

Hon. Mr. YOUNG—The whistle is of short duration and the bell is kept continually ringing until the train has crossed the highway.

Hon. Mr. McMILLAN—There are two crossings not far from my residence and when trains are passing they both ring and whistle. I think it would be well to insist on having both.

The clause was allowed to stand.

On clause 227,

Hon. Mr. SCOTT—There are new features about this clause. As the law now stands a train cannot pass through any thickly-populated portion of a city at a speed greater than six miles an hour. In the Bill, that is increased to ten miles, and in some cases they may even exceed that. The board has power over it.

Hon. Mr. McSWEENEY—Where the track is properly fenced they can go at any speed they like.

Hon. Mr. LOUGHEED—The board can afterwards limit it.

The clause was adopted.

On clause 235,

Hon. Mr. SCOTT—There is a very great improvement in this clause which will be welcome, I fancy. Hon. gentlemen have noticed, when accidents occurred on railways the officials of the company are dumb. As the law stood, the company were not required to give particulars except within forty-eight hours, and now as soon as the

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head office receives information they must give it to the board.

The clause was adopted.

On clause 238,

238. Every company shall cause thistles and all noxious weeds growing on the right of way and over land of the company adjoining the railway to be cut down or to be rooted out each year before the plants have sufficiently matured to seed.

Hon. Mr. SCOTT—There is an improvement in this. Railway companies are only required under the present law to destroy weeds on their right of way where the line runs through a cleared country.

Hon. Mr. YOUNG—It would be just as well if they were required to destroy, by burning or some other way, these foul weeds after rooting them out, because we know that certain plants, although they may not have seeded, can by the roots be spread and do as much harm as though they went to seed.

Hon. Mr. LOUGHEED—There is a subsequent clause which provides for the disposal of inflammable material on the right of way, and I apprehend that would cover the difficulty pointed out.

Hon. Mr. SCOTT—We might make it 'rooted out and destroyed.'

Hon. Mr. FERGUSON—If weeds are rooted out any time before the seeds mature, that should be ample.

Hon. Mr. WATSON—We have a weed in Manitoba generally known as French weed. It is given that name, I believe, on account of its being so prolific. It is a weed that will bloom in the fall and will actually ripen the seed in the spring. You can pull that weed when it is in bloom and lay it down and the seed will mature. There is no way to destroy it except by burning. The company should, when they cut or pull those weeds, burn them.

Hon. Sir MACKENZIE BOWELL—Will this not meet the case: it says they must be destroyed before they go to seed.

Hon. Mr. WATSON—The weed to which I refer is seeding from the spring until the fall. It is a very noxious weed and should be destroyed. No farmer in the west thinks of cutting or uprooting them without burning them.

The clause was amended and adopted.