

24 S.C.R. 611, however, the force of this decision was somewhat weakened by the Court holding that a stipulation limiting the liability to a nominal sum was valid, and since *The Queen v. Grenier*, 30 S.C.R. 42, Vogel's case may be regarded as no longer expressing the law.

Secs. 221 and 222 deal with the carriage of dangerous articles and are the same as ss. 253-4 of the Act of 1888.

Sec. 243. "The company may make by-laws, rules and regulations respecting (b) The hours of the arrival and departure of trains; (c) The loading or unloading of cars and the weights which they are respectively to carry; (d) The receipt and delivery of traffic. These were in the former Act.

Sec. 251 authorizes by-laws respecting tolls for traffic and s. 252 prohibits discrimination amending ss. 223 to 232 inclusive of the Act of 1888.

Sec. 253. "All companies shall according to their respective powers afford to all persons and companies all reasonable and proper facilities for the receiving, forwarding and delivering of traffic upon and from their several railways, for the interchange of traffic between their respective railways, and for the return of rolling stock; and no company shall make or give any undue or unreasonable preference or advantage to, or in favor of, any particular person, or company, or any particular description of traffic, in any respect whatsoever,—nor shall any company by any unreasonable delay or otherwise howsoever, make any difference in treatment in the receiving, loading, forwarding, unloading or delivery of the goods of a similar character in favor of or against any particular person, or company, nor subject any particular person or company, or any particular description of traffic, to any undue, or unreasonable, prejudice or disadvantage, in any respect whatsoever; nor shall any company so distribute or allot its freight cars as to discriminate unjustly against any locality or industry, or against any traffic which may originate on its railway destined to a point on another railway in Canada with which it connects; and every company which has or works a railway forming part of a continuous line of railway with, or which intersects, any other railway, or which has any terminus, station or wharf near to any terminus, station or wharf of any other railway, shall afford all due and reasonable facilities for delivering to such other railway, or for receiving from and for-