

ed to be on the train the second or third day of that hot spell, and the train was brought to a stop by the spreading of the rails in consequence of the heat. It is quite impossible to lay down despotic rules in our changeable climate for the crossing of trains. I have no doubt that the Government will act cautiously and that the danger of Railway travel will not be increased by giving the power asked for in this bill.

The clause was agreed to.

On the second clause,

HON. MR. McCALLUM—I would like an explanation of this clause because in the part of the country from which I come the gates at farm crossings are already too narrow. If under this Bill the width between the gate posts is to be reduced it will be useless for farm purposes; and if the gates have to lap 15 inches it will require new gates over all railway lines.

HON. MR. ABBOTT—This clause does not affect the width of the gate at all; it merely provides that posts being planted, it will be the business of the farmer to see that they are planted at proper distances apart, and the gate must be 15 inches longer than the width between the posts so as to prevent it from being forced open by the spreading of the posts.

HON. MR. MCKINDSEY—Then it means that if new posts are put up the gate-ways will be too narrow for practical purposes.

HON. MR. ABBOTT—I do not understand that this makes any difference at all in the width of the opening, but that the gate when closed must pass 15 inches beyond the posts. It is considered that 15 inches will be sufficient to prevent the gates from being forced open by animals in case of spreading the posts.

HON. MR. McCALLUM—Then you have either to throw away all the gates now built, or reduce the width of the gate-way by 15 inches to make the old gates lap 15 inches on the post?

HON. MR. SCOTT—I think the sentence might be made a little clearer. If the gate is intended to be fastened at one end and not to slide it would have a bearing of  $7\frac{1}{2}$  inches on either side.

HON. MR. POWER—That would not be a hurdle gate.

HON. MR. SCOTT—The true hurdle gate slides either way, and moves in a groove on either post; in such a case it would only have a lap of  $7\frac{1}{2}$  inches on each side unless it were made fast at one end.

HON. MR. ABBOTT—The Bill simply provides that where there is a gate of that description, a hurdle gate, which goes across, it must extend 15 inches beyond the two posts.

HON. MR. McCALLUM—That leaves the old gates of no use.

HON. MR. DICKEY—I imagine that the object of this clause is prospective; it is not intended to apply to existing gates.

HON. MR. MILLER—Yes, it is.

HON. MR. DICKEY—I should like to have some explanation of that.

HON. MR. POWER—Section 16 of the Government Railway Act which this is to amend, provides as follows:

“Within six months after any lands have been taken for the use of a Railway, the Minister, if thereunto required by the proprietors of the adjoining lands shall erect and maintain on each side of the said railway fences, at least four feet high and of the strength of an ordinary fence with swinging gates or sliding gates, in which is a hurdle gate with proper fastenings, at farm crossings of the railway for the use of the proprietors.”

The bill is not supposed to be retrospective, if gates have been erected heretofore with proper fastenings this bill will not affect them. I do not say there can be any danger or risk about it, if the gate is a reasonable gate.

HON. MR. HOWLAN—Yes, but it would appear that there is some other