a moment ago, the bills must be considered one after the other. . If my hon. friend thinks there is any object to be gained by delay I will allow it to stand for third reading after it goes through the Committee, and if any amendment suggests itself before the third reading we thall find some means of inserting it in the Bill. I do not exactly see in what way we are to get any more information on the subject than my humble efiorts have placed before the House, unless some hon. gentleman takes it upon himself to study the question more than I have done, and gives us a better explanation of it. This automatic switch has a reciprocal action on the two railways. If the Government places on its railway this interlocking switch, there must of necsssity be a corresponding switch on the road which crosses it; because the machinery on the Government railway pushes the rail on the other railway out of its place when the Government train reaches a certain point.

HON. MR. DICKEY—The suggestion which is made will quite meet my view; I have no objection to allow the Bill to go through Committee and postpone the third reading for another day.

HON. MR. MILLER—For my part I am quite prepared to take it on faith to a large extent. I take it for granted that the engineers and managers of railways in this country, and the gentlemen connected with the railway Department, have given this subject most careful study before they recommend the change. I have no doubt that they have better information on this matter than we can possibly have, and that their judgment would be better than ours no matter how it is explained to the House. I agree with my hon. friend from Am herst, however, that it would be better to allow the third reading of the Bill to stand over for another day, and I would suggest further that a diagram be presented at the third reading which will explain this interlocking switch to the House.

HON. MR. ABBOTT—I will see that that is done. I may say that there has been a most careful examination made of this machinery under the supervision of my cautious friend the Minister of Railways, and he and his engineers are quite satisfied as to the efficiency of the invention.

HON. MR. POWER—It has been suggested by the hon. gentleman from St. John that although this machinery may work satisfactorily under ordinary circumstances, in a climate like ours it is hard to say how such an appliance could be made to resist the alternate freezing and thawing of our winter—especially in the lower provinces.

HON. MR. DEVER—I cannot conceive what this trouble is all about. The Government has introduced a Bill here to make such alterations in the system of railways as to render them secure for life and property. It takes the responsibility, I assume on the advice and counsel of its engineers, and after all this is only an experiment, and I cannot conceive that we can arrive at a better conclusion if we stop here over a week. For my part I am quite prepared to accept the explanation given and allow the Bill to go through.

HON. MR. SCOTT—It is open to one objection If two trains are approaching the same switch at precisely the same moment it could not possibly work automatically. It would be impossible to say what the effect might be. If each train reached the automatic apparatus at the same instant, of course, hon. gentlemen will observe that both might be derailed or thrown on one side. I have no doubt that the subject has been thoroughly studied, and the Privy Council are not likely to adopt the contrivance until they can do so with safety. As the hon. gentleman from Halifax remarks it is a subject for consideration whether in a climate like this where the temperature changes so suddenly and there is such a depth of snow such an apparatus could be trusted to work without a man at the semaphore, even though some years of experience showed it to work admirably. It is well known that in the beginning of April that a very hot spell of weather came on suddenly. I happen-