

He said: One of the main objects of this measure is, as far as possible, to diminish the danger of fires arising from carelessness of railway employees, and to require railway companies to keep an efficient staff of fire rangers and other officers of that kind in order to prevent such conflagrations.

Hon. Mr. LANDRY—If conflagrations take place, who becomes responsible?

Rt. Hon. Sir RICHARD CARTWRIGHT—Several changes have been made in the Railway Act rather increasing the liability of the railway company. Whether they have gone quite as far as they should have gone is a point that is a good deal in dispute. My own opinion is that nowadays we could go a great deal further than we did when railways were first established, and increase their liability. We have gone a good way in increasing the liability, but perhaps not as far as my hon. friend would desire. The other provisions have reference to connections between provincial and Dominion railways. It is obvious that when these cross each other it is highly desirable that further precautions be taken to prevent accidents, and arrangements made that they may as far as possible not conflict with each other in running time and other matters of that kind. These are the two principal provisions in the Bill. There is another provision that the company have imposed upon them the duty of taking care, while they are constructing railways, that cattle should not stray on their tracks, to which I presume the House will not have any objection.

Hon. Mr. LANDRY—I suppose they have the right to kill them only when the road is completed—not before that?

Rt. Hon. Sir RICHARD CARTWRIGHT—It will, at any rate, partially diminish their powers of mischief.

Hon. Sir MACKENZIE BOWELL—Do the provisions of this Act extend to the liability of the railway after the road is constructed? I understood the hon. gentleman to say that it gave better protection to the farmers and those who owned cattle while the road was being constructed.

Rt. Hon. Sir RICHARD CARTWRIGHT—I think there are provisions in the Gen-

eral Railway Act dealing with that point. I understand this particular section was to mend the loop hole which was supposed to occur while the roads were being constructed.

Hon. Mr. LANDRY—My hon. friend will see by the position we take in reference to the Bill the great confidence we have in his word. It is not printed, we know nothing about it, and are going to swallow it, because of the great confidence we have in the right hon. gentleman. I suppose he will appreciate that.

Rt. Hon. Sir RICHARD CARTWRIGHT—I appreciate the fact. This Bill is almost identical with a Bill from the House of Commons which is on our files. I think one or two trifling amendments were made. I am pressing this measure for one consideration; anything we can enact into law to compel the companies to keep a proper corps of fire rangers will be of very great public advantage. It is during the summer season that these fires generally originate, and if this measure is passed it will go a long way towards minimizing the danger of fire. One of the clauses reads as follows:

They may require the company to maintain and establish a competent staff of fire-rangers, equipped with such appliances for fighting or preventing fires from spreading as the board may deem proper, and provide such rangers with proper and suitable equipment to enable them to move from place to place along the line of railway with all due speed. They may require the company to maintain efficient patrol of the line of railway and other lands in the vicinity thereof to which fires may spread and generally define the duties of the company and the said fire-rangers in respect thereof.

Then the remainder is simply as to returns which are desirable to carry that out, but hon. gentlemen will see the enacting of such a clause does go a long way towards requiring the company to adopt sufficient protection against fires arising from the engines.

Hon. Sir MACKENZIE BOWELL—I have noticed the Canadian Pacific railway have signified their intention of using crude oil as fuel for their locomotives in passing through the mountainous part of the west, and through where the road runs principally through forest, in order to avoid, if pos-