

it seems to me, that there should be a regulation applicable to all the railways of Canada in that way. I do not know that there is not, that the other railways have not some sort of regulation in that regard, but I do know that the Intercolonial Railway has these regulations, and I think, the other railway systems of Canada should also have them. In pursuance of the suggestion of the hon. member for West Assiniboia (Mr. Knowles) I would move that section 15 be amended to read at the fourth line.

And may make regulations designating the number and the qualification or time of service required of men to be employed upon trains.

It simply reads now,

The number of men to be employed upon trains.

I would move also to place the words:

With respect to the running and operation of trains by the company.

—at the end of the section.

Mr. SPROULE. I think that uniformity in the running of railway trains is very desirable and that it already exists to a large extent in the different sections of Canada and the United States, so that a man who learns the railroad business in one section of the country may be employed in any other section. I have often thought it would also be desirable that there should also be uniformity in the operation of electric railways. For instance street cars in Ottawa stop on the far side of the crossings while in Toronto and Montreal they stop on the nigh side. It seems to me there should be some regulation to compel them all to stop on the same side of the street.

Mr. EMMERSON. It would be impossible for us to regulate that matter. As a rule that is governed by the city ordinances. Most of these city electric tramways are under provincial charter and are subject to the provincial authorities.

Mr. SPROULE. What about an electric railway that crosses to the province of Quebec?

Mr. EMMERSON. That is interprovincial and is covered by this Act.

Mr. SPROULE. I take it that the Ontario Railway Board which is now being formed would have the right to regulate provincial railways, but surely we regulate interprovincial railways. At any rate it is desirable to have the regulations uniform.

On section 16 (reconsidered),

Mr. EMMERSON. I would strike out the words 'or may prohibit or limit the running of trains, or of any particular class of trains, on any railway or specified part

thereof;' also strike out the word 'designated' in the eighteenth line, and at the end of the section add the following words: 'not equipped as required by this Act or by any orders or regulations of the board made within its jurisdiction under the provision of this Act.'

Mr. W. F. MACLEAN. Would that cover the regulation of devices to be used for the protection of the public at railway crossings?

Mr. EMMERSON. Yes.

Mr. AMES. I fail to see exactly the meaning the minister is endeavouring to bring out. It seems to me that the words 'or may prohibit or limit' should not be struck out.

Mr. R. L. BORDEN. I think my hon. friend is entirely right. As the clause reads you empower the board to order any railway to use cars not equipped as required by this Act.

Mr. EMMERSON. I may say that this wording is adopted at the request of the Railway Commission.

Mr. R. L. BORDEN. There is some mistake about it, because no Railway Commissioner in his senses would ask you to pass a section of that kind.

Mr. EMMERSON. I am bound to say that I did not read it very closely. The Railway Commission suggested the amendment in the interest of public safety. We have been placing a great many restrictions on the railway companies and I think now we might recognize a request which they have made. They have submitted for consideration the following subsection to be added to section 175 of the original Act:

A company may, without any order of the board, and at the request or with the consent of the owner of land adjoining its railway, construct a railway siding or sidings to and upon such adjoining land for the accommodation of business or industry situated or intended to be established thereon, and thereafter use and operate such siding or sidings for the handling of traffic thereon upon such terms as may be agreed upon between the company and the owner of such adjoining land or settled by the board. Provided, however, that no such siding or sidings shall extend to a greater distance than a quarter of a mile from the company's railway without an order of the board under the previous provisions of this section, or under section 176 of this Act.

Under the present provisions of the Railway Act, if they want to run a little siding into some industry, they must prepare a plan, give notice and make application to the Railway Commission, before any action can be taken on their part. The notice has been, I think, limited to not less than one month.