

The MINISTER OF RAILWAYS AND CANALS. No.

Hon. Mr. TISDALE. Only their costs and expenses incidental to such cases, but not damages.

The MINISTER OF RAILWAYS AND CANALS. No, I do not think so.

Hon. Mr. TISDALE. The end of subsection 2 is absolutely new. Would the hon. gentleman say what the object is?

The MINISTER OF RAILWAYS AND CANALS. I confess that I am a little at sea to understand it. The subsection says:

The provisions of this section shall apply to the construction thereof, and, to the words and expressions used therein.

Hon. Mr. TISDALE. That is to say you read the sections together and use one to interpret another?

Mr. CASGRAIN. Is it not the general rule in the interpretation of statutes? I think it is.

The MINISTER OF RAILWAYS AND CANALS. I do not know.

Mr. CASGRAIN. I have always heard that rule expressed by the court wherever a statute was to be interpreted.

The MINISTER OF RAILWAYS AND CANALS. It may possibly be.

Mr. BORDEN (Halifax). It is not unusual. You will find it in the General Interpretation Act.

Mr. DEPUTY SPEAKER. Shall section 1 as amended be adopted?

The MINISTER OF RAILWAYS AND CANALS. Carried.

Mr. BORDEN (Halifax). Of course, it may be necessary to come back to this at some future time.

Hon. Mr. HAGGART. Better leave it open.

The MINISTER OF RAILWAYS AND CANALS. No; if any hon. gentleman desires to reopen it, I will raise no objection.

Mr. BORDEN (Halifax). In this subsection (gg) appears the words:

And the expressions 'clerk of the peace' and 'sheriff' respectively include the like persons as in other cases.

What is the meaning of that?

The MINISTER OF RAILWAYS AND CANALS. This is based upon 51 Vic., Chapter 29, section 2, where these words appear. I must confess I do not quite see the object of them. But I apprehend they must mean something, and it did not look to me as if it would be harmful to leave the words there.

Mr. BORDEN (Halifax). I am not suggesting that it is harmful, but I do not quite see what it means.

Hon. Mr. BLAIR.

On section 3,

Hon. Mr. TISDALE. I would suggest to the hon. minister that he should allow the sections under this heading, 'application of Act' to stand. This is really a most important division and the matter dealt with, I submit is one that he should discuss with the railway people. The next division deals with the Railway Commission. That is a section more fitting for a general discussion, and does not involve the technical considerations that this part involves.

Mr. MACLEAN. I wish to discuss that very question, the application of the Act, now.

Hon. Mr. TISDALE. My suggestion is that, as the question is so technical, it would be better for us to go on with the consideration of the Railway Commission until the hon. minister has had some discussion of this subject with the railway people. Of course, if the committee desires to discuss the matter now, I have no great objection.

Mr. KEMP. Can we inquire now from the minister under this heading whether express companies are excluded in the Bill, and, if not, will he include them?

The MINISTER OF RAILWAYS AND CANALS. We have not come to express companies yet.

Mr. KEMP. But if section 3 was made to include express companies, it would cover the whole thing.

The MINISTER OF RAILWAYS AND CANALS. I do not think my hon. friend (Mr. Kemp) would, after consideration, think it well to insert anything about express companies in this portion of the Bill.

Mr. KEMP. The only other place where it could come in is section 278.

The MINISTER OF RAILWAYS AND CANALS. If the hon. member succeeds in satisfying the committee that the proposed legislation is not ample to cover the matters he has in mind, and if we agree upon an amendment to the Bill, we can easily refer back to this clause and put it in. I think we had better proceed with the next portion of the Bill. I would suggest to my hon. friend (Hon. Mr. Tisdale) that he do not press his objection to that. The subject is very easily understood.

Mr. KEMP. There is express freight as well as ordinary freight and, if the minister intends by this Bill to regulate freight rates, all kinds of freight rates should be included. There is no place in the Bill where this question can be discussed to better advantage than now. The only other clause that refers to express companies is 278, and under that there is no power such as I refer to.

The MINISTER OF RAILWAYS AND CANALS. I would much prefer that the