

ably but in the way it is proposed to be done. It would only be confusing to make a general amendment to the two Acts. The proper course is to have the two amending Bills, and on a little reflection it will appear to any hon. gentleman that it is more logical to amend two separate Acts by two separate Bills.

HON. MR. POWER—My hon. friend is more easy of conviction on this point than he is on others. I understood him to say a few moments ago, when the leader of the House moved the second reading of the Bill 47, that there were other enactments respecting Railways to be brought down, and he thought it desirable that all the enactments relating to railways this session should, if possible, be consolidated into one enactment. This is really a case, I think, of tweedle-dum and tweedle-dee whether you have those amendments separately or in one bill; but that is only my very humble opinion. As the enactment made in one bill is substantially the same as that made in the other, it would be more convenient for general purposes that they should be consolidated. Possibly the view taken by the leader of the House may be the more correct one.

HON. MR. MILLER—I do not wish to take up the time of the House, but I am sure my hon. friend does not wish to misrepresent me. I understood there were several amendments proposed to the General Railway Act, and therefore I thought it was desirable that bill 47 should stand over. I was not given to understand that there would be any amendment to the Government Railway Act but this one, and therefore there was not the same necessity for asking to have it stand over.

HON. MR. DICKEY—I am not disposed to deny that technically the course taken is the correct one, and I think there should be two Bills, because they each propose to amend an act already on our statute book; but the point is this: the subject matter of the two Bills, as has been correctly stated by the Leader of the House, is the same, but in considering this question we are introducing a

new system of legislation in regard to inter-locking switches and hurdle gates. We have got to consider the whole of that question in the two Bills, and that is what is pressing on my mind, for I must confess I have a sort of vague notion about the hurdle gate, and as to the inter-locking switch I know little about it, and when we come to legislate on the subject some amendment may be necessary. I would like to keep my mind free on that subject. For instance, if we pass this Bill hastily through to-day without considering those questions, when we come to treat the other Bill, it may be said we have already passed identical provisions in the Government Railways Act that we are now asked to pass in the General Railway Act, and as the legislation runs in the same line, and as we postpone the other Bill we ought to take the two Bills up together, at all events on the same day, or should not consider one until certainly we have considered the other. I think the wisest course would be to allow this Bill to stand to see what we shall do with the other Bill when we take up the whole question apart from the amendments that have been suggested, and apart from the other provisions which are not in the Bill as yet, and of which we know nothing.

HON. MR. VIDAL—The hon. gentleman from Amherst has failed to convince me by his reasoning that the view he takes is the correct one. I think if he reflects on the matter he must see that the two Bills cannot be before us at the same time. I cannot myself conceive the difference in time to be an object such as would necessitate the postponement of this Bill until the other is ready to take action on it. I think it would be economizing our time to discuss those questions as questions on which we require information, and this is the very time to do it. We will have more time to discuss them now than when we return after the adjournment, and we shall have them clearly explained to us, and hon. gentlemen will see that having discussed and adopted them in this Bill, as I presume we shall, as correct, when we come to the second Bill we shall simply have to consider the ad-