

golf was not so much a game as an exercise appropriate and helpful in the line of Sunday meditation, though it is said that explosions of a sulphurous character are not unknown during these exercises—not perhaps “noisy” but at least deep and expressive. We would suggest that it might more properly be described as a sedate and solemn procession composed of a ball, a biped and a “bogey.”

We are inclined to think that at least one of our judges in Ontario would if these cases were to come before him on appeal unmercifully “riddle” the reasoning and result arrived at therein.

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We are glad to know that the state of affairs referred to in our issue of October 15th, 1907, is now about to be remedied by the Board of Railway Commissioners. In the article referred to we called attention to the want of uniformity existing in the forms of bills of lading used by the various railway companies, some of which were approved by the Board without sufficient examination or consideration, and others not examined at all, but yet, in effect, given statutory authority. A circular has now been issued by the Board pointing out that the views of those interested are so divergent as to create a complication objectionable and unnecessary, and suggesting a conference between representatives of the carriers and shippers. This was the course pursued when a similar matter was under consideration by the Inter-State Commerce Commission in the United States.

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In a number of cases before the Board evidence had been taken before the late Chief Commissioner, Mr. Killam, but no adjudication had been made at the time of his death. A re-hearing would have caused great additional expense in time and money. We recently referred to some of these cases (see ante p. 172). In two cases at least we understand that a re-hearing will not be necessary, the parties having agreed that the evidence may be submitted to the present Chief Commissioner, and judgment given by him thereon.