

tion. In this connection it may be interesting to note that President Brown, of the New York Central Railway, in his annual report recognizes that the influence and co-operation of Commissions of regulation have been uniformly beneficial to the road and have done much to improve the service for the public. This is the view generally expressed with regard to the work done by the Dominion Railway Commission and by the Ontario Municipal and Railway Board. But competition to an extent unknown before is advocated by many, and if approved will no doubt be of a much more important character than that with which we have been hitherto familiar. We are all accustomed to such old-fashioned examples as are shewn by the post office which is doing express company business in its parcel post service, and by national canals in keeping down the transportation rates of railway companies. The Dominion Government has not yet adopted any active policy of competition except with the Provincial Government in incorporating companies. But the International Waterways Commission and the Conservation Commission are now dealing with problems that will affect vested rights, and the legislation which may be adopted as the outcome of their work, and the special acts incorporating various power and other companies will raise interesting and important problems not only as to private interests, but as to provincial rights and powers.

The usefulness of such a committee as I have suggested might well be shewn not only in systematically perusing all bills dealing with these subjects when introduced, but in endeavouring—without any regard to political effect—to secure such temperate discussion and consideration as may help to mould the legislation carrying out the new ideas underlying them, so as to do the least measure of harm to those affected, and with as little disturbance to settled principles as is possible. The New York State Bar Association has a committee which watches not only legislation introduced, but that which is contemplated, and its deliberations and discussions, both oral and in print, have been most useful.

A very interesting contribution to the *Canada Law Times*, by Mr. J. D. Falconbridge, which was at a later date emphasized by