

who as *Custos rotulorum* occupied the Rolls House, which stands on the site of that founded by Henry III., was a Jew.

This new building will shortly be formally opened for public business, and I venture to think that such a building—with such a history, maintained for such a purpose, and containing such priceless treasures—should have a suitable opening: an opening worthy of the building and of the work performed therein. It is one of the noble memorials of the Queen's long and beneficent reign; it will contain the records of Her Majesty's kingdom; and, if it should please Her Most Gracious Majesty either to open it in person or that the Prince of Wales should open it on Her Majesty's behalf, I believe it would afford very great pleasure to all Her Majesty's loyal subjects who take an interest in the records of their country.

If such an opening were to take place, doubtless some new honours would be conferred, to set a mark upon the occasion, a record of which would be kept in and add one more to the many treasures of the Public Record Office.

NEGLIGENCE AND ELECTRIC LOCOMOTION.

In this era of electrical and cable cars the decision recently given in the case of *Thatcher v. The Central Traction Company* is of more than passing importance. It was held in that case that it does not constitute negligence *per se* for a man to drive along the left-hand track of a street railway which occupies a public street. The Court says: 'If the gripman recklessly ran on at a high rate of speed, when the probable consequence was a collision, that was negligence for which defendant is answerable. As is held in *Ehrisman v. The Railway Company*, 150 Pa. 180: "It is not negligence *per se* for a citizen to be anywhere upon such tracks (railways on streets). So long as the right of a common user of the tracks exists in the public, it is the duty of passenger railway companies to exercise such watchful care as will prevent accidents or injuries to persons who, without negligence on their own part, may not at the moment be able to get out of the way of a passing car." Or, as is said in *Gilmore v. The Railroad Company*, 153 Pa. 31: "Street railway companies have an exclusive right to the highways upon which they are permitted to run their cars, or even to the use of their own tracks." In both these cases the Court is speaking of the relative rights of the