

rates steadier and fairer than they were before, besides providing a tribunal of easy access which could inquire into and decide the question in dispute speedily and inexpensively, and in most cases in the locality where the cause of complaint arose. These in themselves were found to be of great benefit, particularly the being able to get a case heard and determined, no matter what the result might be, as there was a continual state of pent up irritation between the business public and the railways which never could get an outlet except by the expensive and tedious process of a law-suit, which for many reasons was hardly ever resorted to. Now, however, complainants come freely before the Commission, and from the large number of cases before them and the generally very satisfactory result of them, we think our neighbours have cause to congratulate themselves on having established such a useful tribunal. There is no doubt it is the only true way of settling such disputes. The experience gained by the Commissioners, whose whole time is given to this all-important subject, will undoubtedly be the best medium through which the legislature can be from time to time advised of the changes in the law required for the proper government of the railways.

Amongst other decisions of the Interstate Commerce Commission they lay down the principle, "That carriers in making rates cannot arrange them from an exclusive regard to their own interests, but that they must respect the interests of those who may have occasion to employ their services, and subordinate their own interests to the rules of relative equality and justice." These are good principles and such as we think have generally been forgotten by railways in dealing with the public, the railways maintaining that they have the same right of action in dealing with the public as one business man has in dealing with another, entirely forgetting that it is from the general public they get these privileges, and for that reason alone the public have a right to be dealt with without favouritism or discrimination.

In the United States the railway question is admitted to be the most important one in the country, not only from its size and ramifications, but from its intimate connection with the business of all classes of the community. Besides this, the ever varying phases of business continually provide a crop of new questions of a mercantile nature to be considered, adjusted, and determined on. This cannot be done in even a fairly proper way without the assistance of some body which, from a continual acquaintance with the subject, is able to give impartial decisions.

That which has proved beneficial in the United States would, we doubt not, prove beneficial in this country. The volume of railway business is of course vastly less here than across the border. But it is even now very large and is constantly increasing. The time must soon come when some similar commission will be constituted to do similar work in this country.

---