

been shunted or side-tracked until a more convenient season—which often did not arrive.

In our issue of October 15, 1907, we referred to the diversity of forms of bills of lading in use, and we then said:—“Whilst this matter should have been attended to long ago, the Board may, possibly with some reason, seek to excuse itself on the ground of the pressure of the work in relation to other matters of great importance in various parts of the Dominion. If this means that the Board as at present constituted is not equal to the strain of work laid upon it, the necessary changes must be made in its personnel, or more members must be added.” The Government has recognized the need of strengthening the Court numerically, and it has now an opportunity to make the Board strong in calibre as well as numbers.

On February 27, the Minister of Railways introduced a bill to amend the Railway Act as respects the constitution of the Board of Railway Commissioners. This bill increases the number of commissioners to six, and the Board is empowered to hold more than one sitting at the same time. The Board will now consist of a chief commissioner, an assistant chief commissioner, a deputy chief commissioner, and three ordinary members. The chief commissioner and the assistant chief commissioner must each be or have been “a judge of a superior court of Canada or of any province of Canada, or a barrister or advocate of at least ten years’ standing at the bar.” The bill then regulates the powers of the assistant chief and deputy chief in the absence of the chief commissioner. Another clause, debated at length in the House upon the introduction of the bill, is as follows:—“The chief commissioner, when present, shall preside, and the assistant chief commissioner, when present, in the absence of the chief commissioner, shall preside, and the opinion of either of them upon any question arising when he is presiding, which, in the opinion of the commissioners is a question of law, shall prevail.”

An agent’s book must now be kept in the office of the secretary of the Board, in which railway companies must enter the