

GENERAL CORRESPONDENCE—ITEMS.

ington, and are pursuing the work assigned them. That task is no less than a complete rewriting of all the general and permanent laws of the United States upon a new and orderly arrangement, and with corrections embodying all the repeals and amendments; in fact, the law "as it is" of the National Government. Such tasks are usually prosecuted upon the plan of assigning to each Commissioner one share of the entire field, which he works out alone, and submits to his colleagues for revision. The Washington Commissioners are pursuing a different method. They meet daily as a board, and are examining the statutes, section by section, in their order, beginning with the latest, for the purpose of determining as to each section, whether it has been repealed or amended, whether it is of general importance, warranting its being incorporated in the new statutes, and under what chapter of the new arrangement it ought to go. The sections are marked in the margin, and, as the work proceeds, are to be cut out by a clerk, and assorted to the proper chapters. This preliminary labor will give each Commissioner a reliable collection of the existing provisions of law which the board have deliberately decided should be embraced in any chapter which he undertakes to draft, with memoranda of most of the repeals and amendments. This must very much facilitate the ultimate revision. The Bench and Bar of the country will be glad to know that it is the intention of the Commissioners to prosecute the work to completion at the earliest possible date.—*Legal Intelligencer*.

[It is somewhat amusing to see the great similarity between the editorial remarks on this subject in different legal papers in the United States. Whether the original article was written for the *Legal Intelligencer*, the *Pittsburgh Legal Journal*, or the *Chicago Legal News*, or whether inspiration was obtained by all three from another and a common source, it is impossible to say. It is strange at least that the language is almost identically the same in each.—Eds. L. J.]

COURT OF ERROR AND APPEAL.—This Court will, on the 12th January, 1871, hold sittings for the hearing and disposal of the cases mentioned in the following list. Also give judgment in cases previously argued, and dispose of such other business as the Court in its discretion shall see fit:—*Williamson v. The Grand Trunk Railway Co.*; *Mossop v. Mason*; *Barrie v. Gillies*; *Fox v. Lipps*, *Stewart v. McKindsey*; *Bank of Toronto v. Fanning*; *Butler v. Church*; *Abell v. McPherson*; *Chisholm v. Emery*; *Bank of Montreal v. McFaul*; *Cameron v. Sanderson*; *Morley v. McKay*; *Barker v. Torrance*.

The following are the rules and regulations made by the Governor General in Council, pursuant to the provisions of 32, 33 Vic., Chap. 29, Sec. 118, to be observed on the execution of the judgment of death in every prison, as well to guard against any abuse in such execution, as to give greater solemnity to the same, and to make known, without the prison walls, the fact that such execution is taking place.

1.—For the sake of uniformity it is recommended that executions should take place at the hour of eight o'clock in the forenoon.

2.—The mode of execution, and the ceremony attending it, to be the same as heretofore.

3.—A black flag to be hoisted at the moment of execution, upon a staff placed upon an elevated and conspicuous part of the prison, and to remain displayed for one hour.

4.—The bell of the prison, or, if arrangements can be made for that purpose, the bell of the prison, or other neighbouring Church, to be tolled for fifteen minutes before, and fifteen minutes after the execution.

COMPENSATION FOR RAILWAY ACCIDENTS—Facts and figures can be made to prove anything, but at times they are stubborn impediments to a theory or an idea. We last week gave a report, which had been deferred for want of space, of the debate at the Social Science Congress, raised upon the well-known paper of Mr. Brown, Q. C., on compensation for railway accidents. Ingenious arguments were advanced by many persons of note, but at the end comes Mr. T. Y. Strachan, who puts really a new colour on the whole subject. He says in effect to the railway companies of England this: 'You complain that you—that is, your shareholders—are mulcted enormously in these compensation cases. But if you had a fund of one farthing per passenger by way of an insurance against such claims on you, the money would be very nearly enough to clear off all your liabilities. The sum of one halfpenny per passenger would clear your liabilities and give you a handsome surplus. Do not say that one farthing or one halfpenny is an enormous tax. Your average fares are 2s. 10d. for first class, 1s. 4½d. for second class, and 10½d. for third class passengers. As to saying that your losses by these compensations impair your dividends, the sum thus taken from you is only 1½d. per cent. on your passenger traffic, and but 2s. 8d. upon two hundred and thirty millions of paid-up capital. If you consider that you have got plenty of money, and the best of counsel and attorneys to detect and expose fraud, you are not exactly the people for whom the Legislature is to pass exceptional Acts of relief.'

RICHARD A. DAWSON, the colored graduate of the Law Department of the University of Chicago, was lately awarded a certificate of good moral character by the Superior Court of Chicago, with a view to his future admission to the bar, upon the motion of B. W. ELLIS, of the Chicago bar, who was formerly a slaveholder in the State of Arkansas. Verily the world moves.