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## *THE BOARD OF RAILWAY COMMISSIONERS.*

A little more than four years ago the Board of Railway Commissioners for Canada came into existence. Of the three original members, two still remain. Mr. Justice Killam, of the Supreme Court of Canada, became chief commissioner in the place of the Hon. A. G. Blair, who resigned. The strength that Mr. Blair brought to this railway court was well continued by Mr. Killam, whose judicial training was invaluable as the chief justice of a Court of which the other two members were laymen. The latter, however, now have experience which should enable them to give useful and practical decisions in accord with the growing condition of railway affairs in this country.

For a long time previous to the lamented death of Mr. Killam, it had been manifest that the Board was unable to cope with the work which was devolving upon it, and the Board is now three months behind in its work. This is not necessarily any reflection on the care and labour bestowed by the non-legal members of the Commission upon matters brought before them, but it is not to be expected that they would possess that acumen in giving decisions on questions which to a lawyer or trained mind would involve little doubt. Without, then, considering whether or not there was any inherent weakness in the Board, we find that its work had increased to such a point that its usefulness was impaired. The chief cause of this is the increased power that has already been conferred upon it by statute, while the continued growth of railways in Canada has added year by year a larger field. As the railways spread, questions of crossings become more frequent, rates have to be settled and transportation matters to be dealt with. Owing to this increase in the business of the Commission many important matters have