

has no valid ticket, and to allow him to ride on the strength of such statements. Such a method is, taking into consideration the nature of the railroad business, impracticable.

4. A passenger having been given a wrong ticket and required to pay additional fare, or to leave the train, has full redress against the company for breach of the contract to deliver a valid ticket, and is not justified in remaining until ejected.

5. A rule of a railroad company that a passenger must either pay his fare in cash or show a valid ticket or check, is a reasonable one, and one necessary to the successful operation of a railroad.

6. A passenger does not "pay fare" until his ticket is accepted by the conductor, and if not accepted he may be lawfully ejected.

7. Only such force as is necessary to remove a passenger from a train can be used, where the passenger has no proper ticket and refuses to pay the fare demanded.—*Central Law Journal*.

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The House of Commons before adjournment the other day, appointed a strong Parliamentary Committee, selected from both Houses, to consider the congestion of business in the law courts and the need of more judges. Practising barristers declare that at least two new King's Bench judges are needed—for preference, three. Common law business is in a deplorable state of arrear. The Chancery courts are well up to their work, and the Appeal Court can at any time be temporarily strengthened by the summoning of puisne judges. Only, if there are not enough puisne judges to do their own work, their transference to the courts above would make the congestion of business even worse than it is.—*Times*.