

freight should be the same, and they should be subjected to the most careful scrutiny, and the great trade interests of the country should be notified, so that the public might be properly safeguarded, especially in view of the fact that the best legal talent, combined with long experience and clear conception of what is needed in the interests of the carriers, will be present on their behalf.

---

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 to the Board, for it may be safely said that it is almost the most important court of justice in the Dominion, as well as being a marked factor in its trade relations.

It must also be remembered that at least two members of the Board must be on circuit almost continuously, hearing and deciding railway matters from the Atlantic to the Pacific. Other work devolves upon the remaining Commissioner, usually the Deputy Chief Commissioner, the Hon. Mr. Bernier, who stays in Ottawa for that purpose. Cases of sudden emergency, as well as more routine matters, naturally come before him. Without disparagement important matters should not, and in fact do not, come before this single judge. Parties naturally desire the opinion of a majority, or the whole of the Board, and especially look to the Chief Commissioner whose legal and judicial training and experience in railway litigation, added to other qualifications, make him almost a necessity in the consideration and adjudication of important matters, such as for example the very questions above referred to.