

To the Editor of THE CANADA LAW JOURNAL :

Though I date from Ottawa, I am not going to tell of any new scandal, and no more are wanted :

"Enough of hoodlers to the law shall yield
In the full harvest of the *Turtean* field."

In the phrase of the day, enough, official heads are taken or to be taken off, and, curiously enough, there is, and has been for some time, posted at an employment bureau in the immediate neighborhood of the Parliament buildings a notice informing us that seventy-five head-choppers are wanted. It is not stated to whom candidates are to apply. As remedies for the epidemic, an article in the lay press suggests higher pay for M.P.'s, a suggestion probably founded on the absolute absence of bribery and hoodling across the border, where the remedy is applied! A board of control has been mentioned, but who shall control the controllers? The Auditor-General's department has been attacked, and even the Count of the Holy Roman Empire has not escaped!

Of bills for amending the law, there are but few: the Commons so amended the Anti-Combines Act as to make it effective, but the Senate has so modified the amendment as to make the Act a chip in porridge; for would not a combine causing "detriment to the public" be a conspiracy to commit a crime and punishable without the Act?

At last, ten years after the English bill, 43 & 44 Vict., c. 9, for the like purpose, we have a bill for meeting the difficulty arising out of rapidity of travel by railroad, introduced by Mr. Tupper, the Minister of Marine. It is understood that the bill is not intended to pass in the present session, and that it is printed for the consideration of members and the public, and, therefore, it is a proper subject for you and your readers to deal with, which I hope you and they will do. The preamble refers to the international conference at Washington in 1884, which recommended the meridian of Greenwich as the prime meridian common to all nations, at which Canada was ably represented by Mr. Sandford Fleming, and to which all English-speaking people are indebted for its decision, and then mentions what is called the "Hour Zone System" of reckoning time as having been adopted with great advantage to the public by railway companies in America and many other countries, including Canada, and the doubts that its adoption has occasioned as to its legal effect in the latter: for though there is no doubt that the legal civil time in the Dominion is mean solar time as heretofore, and no power but the legislature could make it otherwise, many people believe the time adopted by the railway companies, and which they call standard time, has been substituted for it. The enacting clauses of the bill do not sanction this belief, or adopt the fifteen degree hour zone system, as defined in the original scheme of the railway companies in the bill introduced by Mr. Evarts in the United States Senate, and more especially in the amusing and instructive article by Mr. Fleming in the *American Engineering Magazine* for May, 1891, but makes