

construct and put in operation one tenth of its railway during the first two years and an additional one tenth each year thereafter. If the railway is over 250 miles in length this amount is cut in half. This amendment is designed to prevent persons obtaining charters but not constructing the railways. The interests of the unsettled districts are looked after by a provision which deals with the liability of a company in the absence of sufficient fences or cattleguards, whereby animals are killed. A Government measure contains many important amendments to the Act. One of these gives the Board jurisdiction in cases of breach of agreement. A recent case rendered it advisable to give statutory authority to a company to reissue securities which have been deposited or pledged by a company as security for a loan, it having been held that the power to issue such securities was extinguished by the original issue. More detailed and complete authority is given to the Board with regard to highway crossings, and the question of diversion of the railway, or the highway, or both, is taken up from every point of view, and the Board may apportion the costs thereof between the company and the municipality. An important section to be added to the Act reads, in effect, as follows:—"In any case where a railway is constructed after the passing of this Act the company shall, at its own cost and expense (unless and except as otherwise provided by agreement, approved of by the Board, between the company and a municipality) provide all protection, safety and convenience for the public in respect of any crossing of an existing highway by the railway." A very important and practical amendment appropriates \$200,000 a year for five years to aid in providing protection, safety and convenience in respect of highway crossings at rail level. The numerous accidents of late have pressed this question upon the attention of the Government, which has not been slow to act. The Government has adopted the amendment of Mr. Clarke, of Essex, increasing the liability of a company for damage by fire from locomotives.

Government railways are in the future to be equally liable, with other railways, for loss of cattle killed or injured. This would seem but reasonable.