

Lawyers, as usual—and properly so—are conspicuous for fathering bills. Among these may be mentioned, more particularly, Messrs. Lancaster (Lincoln); Lewis (Huron); Macdonell (Toronto), and Clarke (Essex).

It will be convenient to take up the measures in their order of introduction, commencing with those in the Lower House. The first bill introduced each session is always entitled "An Act respecting the Administration of Oaths of Office." In point of fact no such bill ever exists. It is merely the instrument to assert the well-recognized right of the House of Commons to enter upon its business before replying to the speech from the Throne.

The Railway Act is always a fruitful field at Ottawa, as is the Municipal Act in local legislatures. The first bill *pro bono publico* asks for the issue of books of mileage tickets at two cents per mile. Another provision would compel a company to accept a ticket issued by another company when presented by a passenger who is inadvertently upon the wrong train. Mr. Lancaster's bill respecting the rate of speed at level crossings has again been passed by the lower House, and, as occurred last session, has been amended in the Senate. This probably means that its fate is again sealed, as it may not be reached again in the Commons. A Government measure gives authority to the Board of Railway Commissioners to fix the price of electricity in cases of dispute between the lessee of a water power and an applicant for electricity. A private member appears to have found that railway companies taking over charters of other companies have ignored the obligations of the latter, to the detriment of municipalities and persons interested. Legislation is asked to provide that where a company operates a railway which it "has acquired or owns or is in possession or occupation of, or is operating," the Board may make such order as seems just for the proper fulfilment of any agreement, duty or obligation. Another amendment would authorize an application to the court instead of to the Board in the matter of farm crossings. Another amendment would compel every company to