

conflicts with legislation of the British parliament, 1833 and 1844, and therefore comes under the condemnation of the Colonial Validity Act.

Cases within the knowledge of the Dominion government where with respect to shipping matters, the over-riding British statute has been invoked to remove matters in dispute from the control of the Canadian authorities and place them under the provisions of the British law. Despite the declaration of the British North America Act that navigation and shipping are within the legislative authority of the Canadian parliament, the British authorities have consistently held that Canada's power to legislate upon these matters is strictly limited by the provisions of the Merchant Shipping Act of Great Britain. This act is in force in all the Dominions and over-rides all domestic legislation.

Last year, upon the occasion of the shipmen's strike, hundreds of men in Australia and New Zealand were sentenced to terms in jail by the magistrates of those Dominions, not by virtue of the laws of those Dominions, but under the terms of the Merchant Shipping Act.

In a case in Winnipeg some two or three years ago it was established that the British bankruptcy law took precedence of Canadian laws, with respect to the distribution of the assets of an estate where there were creditors in Great Britain.

The list could be greatly extended. While these conditions exist, the claim that Canada enjoys full national status on a basis of equality with Great Britain is farcical.