

which will be of considerable assistance in the liquidation of estates. We refer to the clause which provides that a judgment creditor may, on obtaining an order from the court, secure an examination on oath, not only of the debtor, but of any clerk or employee having a knowledge of his affairs, or of any creditor or other person to whom transfers of property have been made.

It is understood that these amendments in the law have been largely the result of judicious pressure brought to bear on the Government by the Toronto Board of Trade. It is satisfactory to know that our Board of Trade under its present energetic management is so keenly alive to the needs of the mercantile community, and equally satisfactory that the Ontario Government appears ready to do everything in its power to atone for the persistent neglect by the Dominion authorities of a subject that comes properly within their jurisdiction.

DISALLOWANCE IN MANITOBA.

A further disallowance of Manitoba railway charters at Ottawa is announced. This action was foreseen in the Province interested, and perhaps wished for. Manitoba is blessed with a good supply of professional grievance-mongers, who apparently seize on railway charters as a means of provoking an exercise of the veto power; and when that power is exercised, they get the wished-for opportunity of complaining that a great grievance is inflicted on the Province. All the disallowed acts, however have been clearly unconstitutional, and they would have fallen without disallowance, if an appeal to the courts had been made. The chief effect of disallowance has been to save the cost of a legal process. The complainants are fully aware of this; if they had any constitutional rights to be defended, their natural course would be to appeal to the courts for protection. That they have not ventured to do so is sufficient proof that they know the law is against them. The veto power exercised at Ottawa is not a power above the constitution; on the contrary, it is the creation of the constitution and exists in the general interest. Whenever the exercise of the veto implies a stretch of power, the courts can supply the remedy. The history of Rivers and Streams Bill, Ontario, supplies an instance of the practical working of the remedy. But disallowance, as it has been exercised in Manitoba, stands on a very different footing. It involves no excess of authority, but is strictly within the constitution. If it were otherwise, the remedy would not be an appeal on the stump, but a procedure in the courts. That the Manitoba grievance mongers are acting in bad faith does not admit of a doubt. Their whole arguments proceed upon premises which they must know to be false. When the question was up in the local legislature, a few days ago, Mr. Norquay exposed the tactics of the political charter-mongers. "Gentlemen" he said, "will come to the House with charters, and insist on having these charters just as they place them before the House, that no interference be made by the House with their particular desires in that respect, and when, after

they have been informed that these Acts would be subject to disallowance, and when they have insisted on their passage as they presented them to this House—then they should not be chagrined at the consequences. It would appear that the desire of these individuals was that these Acts should be disallowed. Charters were presented to this House more for the purpose of creating excitement than for promoting any really good objects."

If these persons were sincere in their desire to obtain charters which would be valid, they would apply to the Dominion Parliament, the only authority that has the power to grant them. They never condescend to argue the constitutional question, but content themselves with attempting to create false impressions; and the task is not difficult when they appeal to electors to whom the facts are not familiar. In the early stages of a written constitution, when few judicial decisions have been given, on debatable points, the role of the demagogue is most extensive; he can venture upon all sorts of statements which he is precluded from making after final judicial decisions have been pronounced. This liberty is being enjoyed in Manitoba to the fullest extent.

It is very much to be desired that these gentlemen should show a little more faith in their own very confident statements about the rights and the powers of the local legislatures over railway charters; enough faith to induce them to attempt judicially to enforce their claims. They tell us that American capital is waiting to build competing railways into Manitoba; if this be so, and if they themselves have any faith in their own constitutional contentions, they could have no difficulty in inducing these capitalists to advance enough money to establish their rights to obtain charters in a way which is now closed against them. Why do they shrink from the use of the only means by which they could hope to establish their claims? A judicial decision would set the question finally at rest; if the rights claimed for the local legislature exist, they would be placed beyond dispute, and there would be an end to the exercise, in respect of these charters, of the veto power. But if the decision were the other way, a political stalking-horse would have been forever disabled. From this direful prospect they shrink. The stalking-horse is useful and must be preserved in serviceable condition.

It is of course open to the Legislature of Manitoba to ask the Dominion Government not to exercise the veto power with respect to railway charters the constitutional validity of which is doubtful. This it did, the other day, at the instance of premier Norquay. The request was that "charters now in force or hereafter granted to railway companies under special acts of the legislature within its jurisdiction, may be left to their own operation." But this does not, in reality, touch the point. If the railway charters were within the competence of the local legislature, they would not be interfered with; but if they are *ultra vires* of the local legislature, the mere absence of the exercise of the veto power would not give them validity; they would at all times

be liable to be judicially impeached. Bonds issued under such authority might, and probably would, be repudiated; stock would have no legal existence. Time would not cure these defects. To leave an illegal charter to its own operation is to leave it without life or vigor to authorize any of the forbidden things for which it purports to be warrant and authority.

EXPORTS FROM CANADA.

(CONTINUED.)

During the last fiscal year, our exports of fish and other products of the fisheries were considerably less in value than during the preceding twelve months. The figures are \$7,960,000 in 1884-5 against \$8,591,000 in 1883-4. By far the most important item in the list is codfish, dry salted, the export of which reached 847,703 hundred-weights, valued at over \$3,000,000. More than half went to the West Indies, nearly a fourth to the United States. Brazil, Italy, Portugal, Great Britain and Guiana being the customers next in order of importance. What a source of wealth we have in the salt water crustacea is seen in the fact that last year's export of canned lobsters alone was valued at a million and three-quarters of dollars.

Great Britain took from us \$903,000 worth; the United States, \$712,000 worth; France, Germany, and the West Indies about all the remainder. A million dollars' worth of salmon was shipped from the Dominion in the fiscal year previous, but in that last past not as much, viz.: Canned salmon \$510,893; fresh, \$224,828; pickled, \$75,621; smoked, \$1,224. The Americans, the British, and the Australians were our largest customers, the Argentine Republic, the West Indies and the Sandwich Islands taking small quantities of canned and pickled. The proportion of fresh was much increased. Next in order comes mackerel, the value of which exported was \$812,579, mostly pickled, the small proportion of fresh sent abroad went to the States, as did three-fourths of the pickled. The remainder, except trifling samples, went to the West Indies and South America. Herring constitute another of the large items of fisheries' export; they are preserved by being either smoked or pickled, except what few (1,556,000 lbs.) are shipped to the Americans, either fresh or in a frozen condition. We tabulate the principal items as under:

THE FISHERIES.		
	Quantity.	Value.
Cod and ling, dry salted.. .. .	847,710 cwt.	\$3,053,354
Cod and ling, other	29,911 "	100,091
Lobsters, canned..	14,584,929 lbs.	1,653,183
Do. fresh....	20,687 brls.	52,469
Mackerel, pickled..	119,757 brls.	802,942
Do. fresh ..	531,742 lbs.	9,017
Salmon, canned..	5,040,940 "	510,893
Do. fresh....	2,161,854 "	224,828
Do. pickled..	7,473 brls.	75,621
Herring do. ..	152,395 "	470,170
Do. smoked..	10,442,912 lbs.	150,602
Fish oils, cod, seal, whale or other..	301,095 galls.	122,183
Seal skins or other furs of marine animals.....		179,242
Other articles		571,718
Total value, fisheries.....		\$7,976,313