

more than that, it is a summing up of all previous literature thereon. It is said that no history of events can be accurate until time puts them into their true perspective, and so it may be said that the volume before us is the first chapter in the history of the Constitution of this Canada of ours, whatever its future destiny may be. It gives the history of its past and suggests what future chapters may probably tell to those who come after us.

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There will be found in the *Craig Line Steamship Co. v. The North British Storage Co.* ([1913], 1 S.L.T. 453) a useful discussion by Lord Hunter as to the question of onus of proof in a claim by consignees against shipowners for short delivery of cargo. The common law rule is that a shipmaster's signature to the bills of lading is sufficient evidence of the truth of their contents to throw upon the shipowner the onus of falsifying them and proving that he received a less quantity of goods to carry than is thus acknowledged by his agent. In the case mentioned the bills of lading contained a statement to the effect that the "weight, quality, quantity and contents," were unknown. Lord Hunter, after a full examination of the decided cases, found that these words shifted the onus and put on the consignee of the cargo the burden of showing that the shortage was due to the fault of the shipowner. The case was accordingly dealt with at the proof on that footing.—*Law Magazine*.

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The public will be glad to see the Parcels Post Act passed by the Dominion Legislature. People have too long been subjected to the extortionate charges of Express Companies; and it is well that the example set in other countries as to parcel postage should be followed in this country. The Act is to apply to parcels of all kinds (with a few special exceptions) which do not exceed eleven pounds in weight or greater in size than 72 inches in length and girth combined. The rates are to be fixed by the Postmaster-General.