

any benefit or preference to our own manufacturers or producers. That limitation may be thought to belong to a colonial policy now happily abandoned, but we have it still in the Imperial Merchant Shipping Act, 1894, by which authority is given to colonial legislatures to regulate their own coasting trade, upon the express condition that they must "treat all British ships (including the ships of any other British possession) in exactly the same manner as ships" of their own (sec. 736). In other words, Canada is powerless to give preference or protection to her own ships, engaged in her own coasting trade.

Thus far, then, we have arrived at these points:

1. No Canadian legislation, even with reference to local affairs, can contravene any Westminster statute extending to Canada.

2. Even in the absence of any such contravention, Canada is impotent in very many respects.

This second statement must, however, be dealt with more fully, and various illustrations of our limitations given, in order that its extent may be fully appreciated. Let these further points, then, be noted.

*Extra-territoriality.* — In the fact that Canada's powers are prescribed by statute, and that she is not a nation but some sort of a subordinate dependency, there is involved the strict limitation of her legislative jurisdiction to her own geographical boundaries. Sovereign nations are not so circumscribed. In this respect the Dominion of Canada is upon a level with the individual states of the American Union, and has not the power of Congress at Washington. Judge Cooley's remarks as to individual state powers applies equally to Canada:

"The legislative authority of every state must spend its force within the territorial limits of the state. The legislature