at last, but the Act will not come into force until a day to be named by proclamation. There is plenty of reading for the profession provided by this Act.

We speak in another place as to the formation of the Board of Commerce for Canada, to which we refer our readers. Amendments to the Criminal Code are somewhat numerous, the principal one dealing with unlawful associations, seditious books, carrying weapons, etc., with a number of other sections, *quae nunc prescribere longum est.* The Act to amend the Judge's Act is of special interest to the Judges as it deals with their salaries, in which, properly enough, they have taken much interest during the past year. If they took as much interest in increasing the tariff of fees of solicitors, the latter might be more sympathetic: ("a nod is as good as a wink.") We trust there will be more said about this hereafter. The Consolidated Railway Act gives all the legislation on that subject and also gives plenty of reading, containing as it does 461 pages.

REDEMPTION BY TENANTS IN COMMON.

The decision in *Adams* v. *Keers*, 16 O.W.N. 347, appears to be a departure from the well-settled rule that tenants in common who have mortgaged their estate are not entitled severally to redeem their respective shares, but must redeem the whole: see *Faulds* v. *Harper*, 2 Ont. R. 405, *per* Proudfoot, J., at p. 411. The circumstances of the case were a little peculiar. The action was for foreclosure of a mortgage made by three persons; the Toronto Railway was made a party as a subsequent encumbrancer by virtue of an execution against one of the three mortgagors. The railway company redeemed the plaintiff's mortgage. It then became a question in what way redemption of the railway company should be directed. The method adopted by the Master is not stated in the note of the case; but whatever it was, his report was set aside, and he was directed to ascertain the respective shares of the several mortgagors and allow each to redeem his respective share; but as to the one whose interest was subject to the railway's execution, the amount of such execution