

## CORRESPONDENCE—REVIEWS—FLOTSAM AND JETSAM.

## CORRESPONDENCE.

To the Editor of the LAW JOURNAL :

DEAR SIR,—I send you a list of names which I think would meet the approval of many in the profession. I, at least and some others, intend to vote this list thinking it the best we have seen :

James MacLennan, Christopher Robinson, D. McCarthy, Charles Moss, D. McMichael, John Hoskin, J. K. Kerr, Walter Cassels, James Beaty, J. J. Foy, W. G. Falconbridge, H. W. M. Murray, H. J. Scott, Toronto; Æ. Irving, Thomas Robertson, F. McKelcan, Edward Martin, Hamilton; W. P. R. Street, W. R. Meredith, London; C. F. Fraser, Brockville; John Bell, Belleville; B. M. Britton, Kingston; T. B. Pardee, Sarnia; A. Hudspeth, Lindsay; H. H. Strathy, Barrie; A. S. Hardy, Brantford; F. H. Chrysler, Ottawa; C. R. Atkinson, Chatham; A. Shaw, Walkerton; H. W. C. Meyer, Wingham. Mr. S. H. Blake is, I believe, a Bencher, *ex officio*, if not his name should be included in the list.

Yours, etc., BARRISTER.

## REVIEWS.

PRINCIPLES OF CANADIAN RAILWAY LAW, with the Canadian Jurisprudence and the leading English and American cases, to which is added the Dominion Railway Act, as amended up to 1886, with references to the Provincial Statutes of Ontario and Quebec, forms of proceeding in expropriation, and a complete index. By Chas. M. Holt, L.L.B., of the Montreal Bar. Montreal; A. Periard, Law Bookseller and Publisher, 1885.

The title page of the book before us would lead one to suppose that there is some marked difference between Canadian railway law, and other railway law, and that the writer intended to call special attention thereto. It occurs to us that it would be better to call the book a short manual of railway law, with references to all the Canadian decisions, and statutory provisions affecting the same. The writer gives his information in an easy and readable way. The arrangement, however, of the matter is not, in all respects, scientific, from a lawyer's point of view, though a good index enables the reader to get at it with sufficient ease. The principal part of the book is taken up with Dominion Railway Act, to which are appended forms for use in Quebec and Ontario, respectively, of proceedings in the expropriation of land for railway purposes.

The writer's connection with a railway office has enabled him to give some decisions not previously

reported, and to seize upon the more salient points of practical utility.

The mechanical execution is very good, reflecting much credit on the publishers.

LEWIS' LAW OF SHIPPING; being a treatise on the law respecting the inland and sea-coast shipping of Canada and the United States. By Edward Norman Lewis, of Osgoode Hall, Barrister-at-Law. Containing the statutes appertaining down to the year 1885. Carswell & Co., Law Book Publishers, Toronto: 1885.

This can scarcely be called a treatise, inasmuch as the author does not do more than collect under more or less appropriate headings a selection of head notes of decisions from various sources. There is no attempt to deduce principles, or help the student by consideration of doubtful points. It is simply a digest of cases, to our mind not very well arranged, with an appendix containing a number of statutes which bear on the subject of inland shipping, navigation rules, etc., etc. We should hardly have supposed that there was any felt want for a compilation such as this, but it will doubtless be useful to the few if not to the many. Where much labour has been honestly expended one does not like to criticise closely, but we can hardly call the volume a great success in the art of bookmaking.

## FLOTSAM AND JETSAM.

THE following is an extract from a deed, recently in our possession. After describing the parties it proceeds thus :

"Witnesseth that in consideration of the following conditions viz.: that the parties of the third, fourth and fifth part, during the lifetime of the parties of the first and second part, furnish them with a comfortable house, plenty of good wood prepared for use, to be kept well clothed, viz.: 1 new suit every year, 25 bushels wheat, 200 pounds of pork, 100 pounds beef, 25 pounds tobacco, 6 bushels peas, 6 pounds tea, 12 pounds sugar, 6 gallons good liquor, an ever living cow, a horse and carriage when required—to pay all debts, viz.: A mortgage to ——— and in case of sickness the doctor to be brought, when wanted a servant girl; to keep our granddaughter in a respectable and comfortable manner, and at the age of 21, to give her a cow and feather bed, and at the death of the parties of the first and second part, to be respectably buried with the accustomed Roman Catholic rites."

Twenty-five pounds of baccy seems too much smoking for 6 gallons of good liquor, although 12 pounds of sugar might be appropriate with a due proportion of hot water. An "everliving cow" is irresistibly suggestive of a perennial spring and a chalk pit, whilst the direction that the young woman should be buried on the death of the old people is worse than a "suttee."