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## DECISIONS IN COMMERCIAL LAW.

THE "SOLWAY PRINCE."—The plaintiffs, with the knowledge and assent of her owners, undertook to lift a sunken vessel, under a contract with the insurers, who advanced to the plaintiffs, before the work commenced, 40 per cent. of the amount for which the vessel was insured. The vessel was successfully raised, but the operation of lifting proved more costly than was anticipated, and some of the underwriters in the meantime became insolvent. In an action of salvage brought by the plaintiffs against the defendants, as owners of the vessel, the president of the Admiralty Court in England held that the contract with the underwriters, which was not dependent on success, precluded the plaintiffs from asserting a maritime lien on the vessel, and claiming salvage remuneration from her owners.

HANKS V. BRIDGMAN.—By a by-law made by a tramway company, and enforceable by a penalty, "Each passenger shall ... when required so to do, either deliver up his ticket or pay the fare legally demandable for the distance travelled over by such passenger." A passenger, having paid the fare and received a ticket, inadvertently lost it, and was thus unable to deliver it up when required. He declined to pay the fare over again, and was summoned by the company for breach of the by-law. The Court of Queen's Bench in England decided that the by-law was not unreasonable, and that the passenger ought to have been convicted.

LOWE V. VOLP.—By a by-law made by a tramway company, and enforceable by a penalty, "each passenger shall show his ticket (if any) when required so to do, to the conductor or any duly authorized servant of the company." A passenger having paid the fare and received a ticket, refused to show it to an inspector of the company, and was summoned for breach of the by-law. The Court of Queen's Bench in England held that the by-law was not unreasonable, and that the passenger ought to have been convicted. These by-laws were made under the Tramways Act, and duly allowed by the Board of Trade.

## TAKING ADVANTAGE OF THE TARIFF.

English manufacturers will not be slow to take advantage of the preferential tariff now that they know they are to have it to themselves. One method by which they will expand the volume of their exports to Canada is illustrated in a circular letter which is being sent to British merchants by a prominent firm of advertising agents in London. The following is an extract: "Those firms who first take advantage of this new condition of affairs will reap a golden harvest. The exports of the United States to Canada in 1895 were \$54,635,000, as against exports to Canada from Great Britain for the same year of only \$31,132,000. It will be seen that, especially with the advantage of 25 per cent. off the regular duties in our favor, added to the desire of Canadians to trade with Great Britain, there is room for a wonderful increase in our trade with Canada. Our clients will, we hope, more freely extend their advertising in Canada and thus secure this trade."

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