

out the creditor's claim in full, the guarantor might take the position that the security had been undervalued, that he had thereby suffered loss and to that extent he was discharged.

The result of the decision seems to be that the creditor of one who becomes bankrupt and whose debt is guaranteed by a third party, is compelled to buy whatever securities he holds and must at his own risk pay for them exactly what they are worth—no more and no less. Is this not an absurd result? The whole matter would be simple if the creditor could obtain immediate payment from his guarantor, turn the securities over to him and allow him to proceed as he saw fit; but in practice immediate payment cannot always be obtained from the guarantor.

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### LONDON MEETING.

The arrangements for the London meeting, so far as the English Bar is concerned, have been in the hands of a Committee appointed by the Right Honourable the Attorney-General. The general election in Great Britain, followed by the change of Government, has naturally caused some delay, but we are assured that the Committee is actively at work and we hope soon to have a draft programme. There is every indication that the visit of the American and Canadian Bar Associations to England is regarded as a very important event, not only by the Bench and Bar of England, but by influential individuals and organizations not directly connected with the profession.

It is probable that the headquarters for the Canadian Bar Association will be established at the Hotel Cecil.

The well known firm of Thos. Cook & Son has undertaken to make hotel reservations for the visitors and is sending to every member who has intimated his intention of being present a circular setting out a list of hotels and rates in order that individual reservations of rooms may be arranged.

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### TRANSPORTATION TO LONDON MEETING.

At the meeting of the Council of The Canadian Bar Association held in Toronto on the 26th of January, it was reported that most of the accommodation on Decks "A," "B" and "C" of the 'Mont-laurier,' sailing from Quebec on July 8th, had been allotted by the steamship officials to members of the Association who had made direct application. This left accommodation on Deck "D" available. It

was found that many members who contemplated making the trip had failed to reserve cabins on the "Montlaurier," and the view was expressed that the remaining suitable space on the ship might not be sufficient.

After considering the subject, the Council appointed a Committee, headed by the Dominion Vice-President, the Honourable Chief Justice Martin, to go into the matter and ascertain what further steamship accommodation could be secured. Immediately on his return to Montreal, Chief Justice Martin communicated with the Canadian Pacific Steamships, the White Star-Dominion Line and the Cunard Line representatives, The Robert Reford Co., Ltd.

The only suitable steamship of the Cunard Line sailing about the date required by our members seems to be the "Caronia," which leaves Quebec on July 5th for Liverpool.

The White Star-Dominion Line suggested that their steamship "Megantic," which sails from Montreal on July 12th might have accommodation for 50 or 100 passengers. They offer berths at the rate of \$130 plus tax for "C" deck and \$140 plus tax for "B" deck.

The Canadian Pacific Steamships sent letters from which the following quotations are taken:—

"For those members of the Bar Association who failed to secure accommodation on Decks 'A,' 'B' and 'C' of the 'Montlaurier,' and who fear they may be less comfortable on Deck 'D,' we are prepared to offer an equally attractive proposition on the 'Melita,' which sails from Montreal and Quebec, July 9th, that is one day after the closing of the Bar Association meeting at Quebec.

"The 'Melita' while not quite as large as the 'Montlaurier,' is a very fine ship and has the same arrangement of cabins as the 'Montlaurier.' She has two promenade decks and the cabins on these decks are all outside, and most of them have two or three berths only. While a number of these rooms are not available, we have sufficient of them to take care of the requirements of any members who may decline space on Deck 'D' of the 'Montlaurier.' We will apply the same rate as quoted you for the 'Montlaurier.'

"The 'Melita' can pick up members at Quebec on the evening of July 9th, and should reach Southampton not more than 24 hours later than the 'Montlaurier.'

"We have also the 'Montcalm,' from Montreal on July 4th, but as that sailing will not permit members to attend the Quebec meeting, I assume that no accommodation will be required on this ship.

"Following the 'Montcalm,' we have on July 11th a sister ship, the 'Montrose,' to Liverpool, which will land passengers at that port on July 19th, but as this would mean that members attending the Quebec meeting would require to spend three additional days at either Quebec or Montreal, it is assumed that there will be little demand for this sailing from Bar Association members.

"It seems to us, therefore, that the 'Melita' on July 9th should make the strongest appeal to those who are dissatisfied with the accommodation we are able to offer on the 'Montlaurier.' This ship has an excellent reputation, splendid decks and public rooms and will land passengers at Southampton, from which point they have a two-hours' rail journey to London.

"May I add that we have not the least fear of dissatisfaction through berthing members of your Association on "D" deck of the 'Montlaurier.'

"While admitting rooms on "A" and "B" decks are more desirable, those on "D" deck, which we are offering, are centrally located and are even larger cabins than those on the higher decks. We are assigning these very large four-berth outside rooms to married couples . . . After all, cabins are occupied only for sleeping purposes and the other attractions of the ship and desirability of all sailing together should more than offset the alleged disadvantage. It seems to us they should prove more attractive than better locations on another sailing. When you consider that more than half the entire cabin accommodation of the ship is on Deck 'D' it must be apparent that the space cannot be objectionable in any way."

The Committee, therefore, has decided to place these facts before the members of the Association and will be pleased to do anything in its power to assist members in reserving suitable accommodation. It should be explained, however, that no member of the Committee and no officer of the Association undertook to make any allotment of the space on the 'Montlaurier.' This was handled entirely by the steamship company through its local agencies in the various cities. It may be mentioned that the President of the Association, His Honour Sir James Aikins, after making inquiries, has reserved his accommodation on Deck "D" of the 'Montlaurier.'

The Committee further urges all members who contemplate making the trip to make their reservations for the return voyage. This is important as the traffic from England to Canada is bound to be very heavy during the last two weeks of August and the first weeks of September.