

Mr. ROSS (Middlesex)—Bill to make further provisions effecting public health.  
The House adjourned at 10:30.

#### NOTICES OF MOTION.

Mr. Ross (Huron)—On Wednesday next—Bill to amend the Consolidated Municipal Act.

Mr. Meredith—On Wednesday next—Enquiry of Ministry whether N. Dymont or any one else has a license to cut pine timber in the township of Lefroy, and if so, in what part of it; when the territory embraced in such license was first placed under license to the said Dymont.

Mr. Ermatinger—On Wednesday next—Bill to amend the Act respecting the administration of justice in unorganized tracts.

Mr. McLaughlin—On Wednesday next—Bill to amend the Act respecting the study of anatomy.

Mr. McCraney—On Wednesday next—That a Committee be appointed to take evidence and report as to the expediency of excepting boundary lines in townships from the effect of the recent statute of limitations and to report thereon by bill or otherwise.

Mr. Balfour—On Wednesday next—Order of the House for a return of copy of the circular issued from the Attorney-General's Department, 14th January, 1882, with respect to the efficiency or otherwise of the present system of detecting crime and bringing the offenders to justice, with the answers to the circular, and any other correspondence on the same subject.

Mr. Ermatinger—On Wednesday next—Enquiry of Ministry whether it is the intention of the Government to introduce any legislation this session providing for the proper construction of passenger elevators in buildings of a public nature and for an inspection of the same.

Mr. Pardee—On Thursday next—Resolutions:—1. That by the British North America Act the Legislature of each Province has exclusive power to make laws in relation to local works and undertakings other than such railways and other works and undertakings as connect the Province with any other of the Provinces, or extend beyond the limits of the Province, or as are "declared by the Parliament of Canada to be for the general advantage of Canada, or for the advantage of two or more of the Provinces." 2. That exclusive authority in the Legislature of each Province in relation to Provincial railways and other local works or undertakings is an essential part of our federal system of government. 3. That ever since Confederation the Legislature of this Pro-

has granted charters for the construction of a large number of railways within the Province, and has dealt with the said railways and made such provision for their regulation and control as the public interest demanded. 4. That the Legislature, in the session of 1882, asserted by the unanimous voice of its members that the best interests of the people of Ontario required and demanded that the Provincial Legislature should not, without absolute necessity, be deprived of its authority and control over these railways, and further insisted that where a company sought to escape Provincial control it should be compelled to procure from the Legislature by which it was incorporated an assent to its railway being declared to be for the general advantage of Canada, or should be required to show that such assent had been applied for and refused on improper or insufficient grounds; and these views of the Legislature were laid before the Parliament of Canada. 5. That in disregard of this just assertion of Provincial rights, and without any communication on the subject to the Government or Legislature of the Province, the Federal Parliament in the session of 1883 passed an Act declaring all the main lines of railway in the Province, and each and every branch line or railway now or hereafter connecting with or crossing the said lines of railway, or any one of them, to be works for the "general advantage of Canada," and enacting that "hereafter the same shall be subject to the legislative authority of the Parliament of Canada." 6. That the practical effect of this wholesale assumption is, if legal, to withdraw the whole subject of railways from Provincial jurisdiction and transfer it to the Federal Parliament. 7. That aid has been granted out of the public funds of the Province to the railways so seized and assumed by the Federal Parliament, to the extent of over six millions of dollars, and by various of the municipalities of the Province to the extent of over eight millions of dollars, by means of which grants the construction of such railways was secured, and without which they would not have been built. 8. That such aid was only granted to these railways on the faith and understanding that they would continue to be Provincial railways, under the control of the Province; and that the assumption thereof by the Federal Parliament gives the Province and the said municipalities a just claim to have the moneys so granted by them returned; and this House submits that there is nothing in the circumstances of the case to warrant the declaring of the said railways to be works for the general advantage of Canada; that such declaration is inconsistent with the facts, and that the action of the Federal Parliament is a violation of the spirit and a perversion of the purpose and language of the British North America Act. 9. That this House deems it a duty to firmly protest against this encroachment of the Federal Parliament on the rights of the Province, and to assert the right of the people of every Province to exercise through their Legislatures exclusive jurisdiction over railways and works of a local and provincial character, and to supervise and regulate the conduct of all companies owning or operating such works.