

in his aspiration that in one way or another the *prestige* of the grand old Empire may be enhanced rather than diminished. It has survived the loss of the United States. It would survive the loss of Canada, but the loss of Canada would be a serious blow to British Imperialism.

## Correspondence.

### SCHEDULES TO ACTS OF PARLIAMENT.

To the Editor of THE CANADA LAW JOURNAL:

SIR,—The following correspondence respecting the proper use, drafting and treatment of schedules to Acts of Parliament and Congress—embracing, as it does, the opinions of the highest authorities in America and England—ought to be read with the greatest interest. True it is that the “frightful example” of improper drafting commented upon was Bill 96 of the present session of the Dominion Parliament entitled, “An Act respecting the Ottawa and Parry Sound Railway Company”: but we have in Ontario the same vicious system perpetuated, as in 46 Vict., c. 39 (1882-3), entitled, “An Act to legalize, confirm and declare valid certain by-laws of the corporation of the village of Renfrew.” It is to be hoped that the Minister of Justice of Canada and the Attorney-General of Ontario will issue such orders as will compel for the future a closer following of the Westminster and Washington methods in the drafting of bills and the editing of acts introduced into and passed by their respective legislatures.

Letters were written by me to Anson G. McCook, Secretary of Senate, Washington, U.S.; Edward McMahon, Clerk of the House of Representatives, Washington, U.S.; Joseph H. Warner, Counsel to Chairman of Committees, House of Peers, London, England; and Hon. Edward C. Leigh, Q.C., Counsel to Speaker, House of Commons, London, England, as follows:—

“May I be permitted to ask you a question in connection with the duties of my own office which your experience in work of a similar character will enable you to answer without difficulty to yourself and with satisfaction to me.

“During my twenty years service in the Law Department of the House of Commons of Canada, it has been the custom to treat the schedules of private bills as matter apart from the body of the act. In other words, the agreements between railway companies, for example, are inserted in the statutes without correction and with all their imperfections; and although these agreements are in most cases divided into numbered paragraphs, no marginal notes are inserted by us indicating the subject-matter of these paragraphs.

“I have long endeavored to make a reform in this matter. The other day an aggravated case came before me in which there was little or nothing in the body of the bill but a reference to the schedule, in which was set out the full constitution of the company seeking incorporation; a bill very similar in the respect I