

amount of work these institutions had performed. All were treated alike, and he believed that the people were well satisfied with the system pursued. (Hear, hear.) The member for Norfolk seemed to be under some misapprehension as to the present system with regard to incurables. The truth was, that these unfortunates were now removed from the main building for separate treatment. (Hear, hear.) The system by which no direct tax was made on the people for the erection and maintenance was one that was giving, he believed, universal satisfaction. One hon. member had advised the Government to undertake the establishment of an under-drainage fund. He did not think that the matter was one that should be undertaken by the Government. In the older parts of the Province the farmers were getting able to underdrain their own land, and this was in many respects preferable to their being dependent upon Government aid. He advocated the more extensive use by our farmers of gypsum, ashes, lime, and other fertilizers, and expressed the opinion that the use of these fertilizers would become more general as our farmers progressed in the scientific knowledge of agriculture. Referring to educational matters, he said complaints had been made in the House that some of the Inspectors had used their powers too arbitrarily. His experience of those gentlemen was that they had performed their duties in an impartial and judicious manner. That could be said, at any rate, of the gentleman who held the office in the county which he represented. So long as the Government acted in the interests of the Province in the future as they had done in the past, they would receive the support of the greater part of the people. (Cheers.)

Mr. WILLIAMS remarked, with regard to the revival of business, that though there had been an improvement in the trade of the Province it was not quite so good as some hon. members thought. Merchants and manufacturers must prosper when the farmers prospered, and therefore the late abundant harvest would no doubt have a decided effect for the better in every branch of trade. A disposition had been manifested on the part of some members to find fault with the Minister of Education, but there was no doubt that that gentleman had had a great deal of work in commencing his new duties in getting his department into shape. He had every confidence that in a short time they would find educational matters working smoothly and satisfactorily. (Hear, hear.) Everyone would agree in the necessity for increased accommodation for the insane and other unfortunates. He believed that since Confederation there had generally been from 150 to 200 lunatics sent to our common gaols or kept in private houses, and had they been properly treated no doubt many of them would have been cured. Referring to the Toronto and Ottawa Railway, he said it was utterly absurd to expect that a line entering into keen competition with the Grand Trunk and running at so short a distance from that road would ever be able to pay dividends. Had it been contemplated to build the road forty miles further back into the country, there might have been at least some possibility of its succeeding. He agreed that caution should be exercised in encouraging the construction of new railways, in view of the many recent failures of such enterprises in the United States. While he approved of the consolidation of the statutes, he thought the people had come to the conclusion that there should be less tinkering of the statutes in the future than there had been in the past. He hoped that the Attorney-General would give some further explanation of the present constitution of the Cabinet. Mr. Blake had always contended that, according to the construction of this Chamber, there should be three laymen in a Cabinet of five—(laughter)—whereas at present there is only one layman in the Government. (Renewed laughter.) Hon. gentlemen on the other side might just as well keep cool; he appreciated the applause from that side of the House, but he liked his own side best. (Ministerial cheers.)

Mr. DEACON said that the statement made in the Speech as to the revival of the lumber trade was not true in the case of the Ottawa district. There was 30,000,000 feet lying at Carleton Junction waiting for a market. He agreed with His Honour that the money spent in improving colonization roads was useful; but he thought the Muskoka district received too much attention from the House as compared with the northern and eastern districts. He referred to the claims of these for colonization roads, and referred to several roads which were required to connect the populous portions of the Province with the settlements on the Mattawan and Ottawa rivers and about Lake Nipissing. He objected to the way the colonization money was expended. It ought to be spent in giving employment to settlers, which, to his knowledge, it was not. After referring to the proposed increase of asylum accommodation, remarking that the Government had acted on a suggestion from the Opposition in converting the Inebriate Asylum into one for the insane, he went on to speak of the subject of railway aid. Hon. members had frequently voted aid for railways without knowing their merits, simply because the necessary papers were not laid before them early enough. He thought the papers should be laid before the House one session and the Order in Council granting aid the following.

Mr. HODGINS said that very principle had been in force for the past three years.

Mr. DEACON said he was speaking of what was done in the past. He agreed in the necessity of the Government exercising caution in that respect, and he hoped there would be no aid granted to companies controlled by irresponsible persons. He had great sympathy with the Toronto and Ottawa Road, and if they had carried their by-law in Toronto he thought they would have had a ground for soliciting aid from the House. Hon. members from the west always complained against any assistance being given to the eastern portion of the Province. They seemed never to turn their faces towards the rising sun, but always faced the west. (Laughter.) He hoped His Honour would find time next summer to visit the eastern portion of the Province. Hon. gentlemen had gone west, had named places after themselves—(laughter)—and he thought they should next visit the east, and see if it would not bear some assistance.

Mr. DAWSON was glad to hear the remarks which had been made with reference to the desirability of opening up the new portions of the Province, but he pointed out that the Island of Manitoulin was the central point of Ontario. (Laughter.) The Algoma district was being found to be composed of excellent land, and to be capable of high cultivation. It had produced excellent wheat and other grains, which the people brought to market by roads made by themselves. Alluding to the Toronto and Ottawa Railway project, he thought it would not only be beneficial to the city of Toronto and the portion of country through which it ran, but would ultimately be beneficial to the Grand Trunk itself, and to the lines running north into the back country. He proceeded to speak of the question of the North-west boundaries, saying that it was one of great importance to the Dominion at large and to this Province more especially, and he was confident that the claims of Ontario had been very fully and ably laid before the arbitrators. From the documents which we had, it was evident that much care had been taken and great industry exercised in bringing forward all that could tell in favour of the claims of Ontario. The earlier discoveries of Hudson's Bay had been investigated. The conflicts which had taken place in that great inland sea between rival fur traders and rival nations had been rescued from oblivion, and a most interesting history, which, but for these researches, might have in great part remained in obscurity, brought to light. To Ontario it was more than a history, for it had an important bearing on her rights, as against the claims first set up by the Company of Merchant Adventurers of England trading to Hudson's Bay, under the celebrated charter of King Charles II. The rights of that Company,