

ed, in order that every holder of nickel lands can be put upon precisely the same basis. We want to do wrong or injustice to no one, but to accord equal privileges to all holders of nickel lands. By that policy we expect to secure the development of Canadian nickel. It is a lamentable thing to think that we are allowing the raw material of this country to be exported to be refined abroad, thus giving employment to the artisans and workmen in foreign lands, while our own artisans and workmen are without such employment. Our policy is Ontario's products for Ontario's sons." (Ministerial cheers.)

Aid to Railways.

Mr. Whitney, in discussing grants to railways, seemed to lean a little to the policy of Government ownership, or partnership in those railways. In this Province that policy had been reduced into practical operation. The street railway systems of Toronto and Hamilton were conducted on the partnership plan. The former received yearly a large percentage of street railway receipts, in addition to what it obtained from the company in the form of municipal taxation. Last session the Dominion Government stipulated when granting subsidies to railways that if the cost of carrying the mails on these railways exceeded 3 per cent. of the subsidies the amount of the subsidy should be deducted to that extent. "That was a good thing," continued Mr. Ross. "We have not gone so far yet, but I can tell hon. gentlemen that we are now considering, and have to a certain extent matured, a scheme whereby the Province of Ontario will be a partner in the railways subsidized last session, or in any railway that may be subsidized this session, to this extent at least. We have already consulted the directors of some of these lines, and we will very soon arrive at a settlement, whereby settlers and their effects will be brought into new Ontario at the lowest possible rate—maybe free of charge on the railways—as a quid pro quo for the subsidies which we have granted. The Manager of the Ontario & Rainy River Railway has stated that he is prepared to give us almost any terms we want for the transportation of settlers and settlers' effects from Port Arthur to the mouth of the Rainy River, a distance of about 300 miles. That will be a condition attached to any legislation that may be submitted to the House this session with regard to that line. And should we subsidize any further line—although we have none now under consideration—a similar condition will be attached. We will make the railroads partners with us in the settlement of that country, and so long as there is an acre of land to be settled in the Rainy River district, so long will the settler going in there get the benefit of our forethought in regard to his interests." (Loud Ministerial applause.)

The Position of Ministers.

Mr. Ross then discussed for some time the views expressed by Mr. Whitney with reference to the connection of Ministers with financial or other corporations that may come to the House for legislation. The principle laid down by Mr. Whitney was the English principle, and admitted in all countries un-

der the British system to be the true one, that was to say, that no Minister should have any interest in any legislation which he promoted. Nevertheless, it was a most difficult thing to live up to in every particular. He could well understand, for example, that the head of a great railway concern sitting in Parliament might be induced by reason of his position to promote legislation in the interest of his own corporation. The same thing might be true of the President of an insurance company, such as he happened to be himself, or of the President of a loan company, which Mr. Whitney happened to be, or of members of the Opposition who were directors of companies.

Mr. Whitney—Yes, but they are not Ministers. That is the point.

Mr. Ross—No, they are not Ministers, but they are anxious to be ; that is all. (Laughter.)

Mr. Whitney—When they are they will not be Presidents.

Mr. Ross—No, they will have died before that time. (Laughter.) The position in regard to this matter was a most delicate one, and it might lead to this—that, no matter how successful a man had been in business, or how much distinction he had achieved in commerce, he could not be a member of a Government. That might be a calamity, and would exclude many men from the House who ought to be in it. After all, as in legislation affecting moral and civil rights, he thought they ought to eliminate the personal equation and leave each man to be the judge at the bar of his own conscience as to whether he is to legislate for himself or the country. The Attorney-General's probity had never been questioned as Chairman of the Private Bills Committee or any other committee, and Mr. Ross did not think it ever would be questioned in Mr. Gibson's present position. His colleagues had confidence in the purity of Mr. Gibson's conduct, and the whole country had confidence in him that as Attorney-General he would not abuse his trust nor use it for his own personal advancement, or that of the corporation he represented. (Ministerial applause.)

Needs of Agriculture.

Mr. Ross next twitted Mr. Whitney and the Opposition with never having uttered any particularly instructive observations on any leading question of public policy, but particularly that of agriculture. The Opposition had never given the Government any assistance in the development of that industry. Their criticisms of the Agriculture College had always been in the direction of discrediting the institution and the efforts of the department to promote agricultural education. The time might come when they might have to establish another agricultural college. Should the Government remain in power and the need be shown for a second college, or for any other form of agricultural education, the Government would grapple courageously with the question. When the proposal to appoint a Minister of Agriculture came up Mr. Meredith had moved a resolution favoring such a step, provided it could be accomplished without adding to the number of Cabinet Ministers.

Mr. Foy—Was there not a Minister before that ?