

something to relieve such hardships. (Government applause.) Not only in this regard, but also in regard to local rates, there was considerable complaint. The same railways, it was alleged, which were carrying the products of Ontario's western competitors through the Province for the old-country markets were doing so at a less rate than they charged for hauling freight from points in Ontario to the ports. These charges had not been contradicted, and the only conclusion to be reached was that the allegations contained a certain element of truth. While expanding on this point Mr. Pettypiece said that the rate on certain classes of goods from and to Sarnia, some 160 odd miles from Toronto, was 50 per cent. lower than on the same class of goods to and from Forest, 23 miles this side of Sarnia. It would seem, he said, that an article in The Toronto Globe to the effect that the railways simply figured upon how high a rate the traffic would stand, and then made the people of the Province bear the full cost, was not far wide of the mark.

#### Ontario Should Move.

It had been proposed in the Dominion House to appoint a railway commission, but that matter had been shelved for a year. In the meantime they should investigate for themselves in Ontario, and determine for themselves whether the rates charged in the Province were unreasonable and exorbitant. He expressed the opinion that the day was coming when the people of the Province would, through the municipalities or the Legislature, ask the railways to contribute something in the way of taxation to the funds of the Province. The State of Indiana, for instance, with 6,000 miles of railway, collected \$2,000,000 of taxes from the companies, the rate of assessment being \$25,000 per mile. Dilating on this line, Mr. Pettypiece made a reference to the bill proposing an expenditure of \$1,000,000 for the improvement of highways, particularly those roads leading to markets. If it was true, as had been stated, that the railways figured out how much the traffic would stand, then it was just as true that according to the measure of benefit accruing to the farmer shippers would suffer, and the railways would in the end obtain the benefit of that \$1,000,000 expenditure. Reverting to his suggestion that the line to North Bay should be purchased, he said it could, no doubt, be done for \$15,000 a mile, say \$3,500,000 in all. The interest on that sum at 3 per cent. would be \$105,000 per year, and the road could, he thought, be leased to one of the great companies for that amount, with the Government controlling the road and the rates. The road might, however, be purchased at a lower rate if it was found that the amount paid for subsidies could be deducted. He believed the people of the Province would approve of such a plan. If necessary, a Department of Railways could be established with a properly appointed Minister, and such a department, he thought, would be as economically and efficiently managed as any other Government branch. (Government applause.) In any event

it was time for the Province and its Legislature to bestir themselves, and secure every possible advantage which would accrue through a railway under Government control and giving transport facilities with new Ontario. (Government applause.)

#### Dr. Pyne's Criticisms.

Dr. Pyne (East Toronto) taunted the Government with not believing their own statements for years that there was a surplus, and appointing a commission to find out. The use of all these commissions was a shifting of responsibility, and made the Government a "crawl-under-the-barn" Government. (Laughter.) The people's money had been squandered on commissions because the Government had not the

capacity to govern. Proceeding, Dr. Pyne said mutual preferential trade would do much to populate this country, and if the Government were in earnest they could now memorialize the Dominion Government to use their efforts to bring this about. If this were accomplished hundreds of thousands of agriculturists would flock into Ontario. The Liberals of this country were against that policy, and one reason, he thought, was because the present Premier of Canada had had great opportunities to secure it, which he did not avail himself of. In taking care of our unfortunate classes the Government were only doing what every civilized country did. They should provide for the epileptics, and he would like to see a vote made for that this session. (Applause.) He referred to Belgium and Sweden as two of many small countries which, with limited mineral areas, were, he contended, far ahead in the way of development of this Province. In this connection he referred to the charcoal industry of Sweden, and expressed the opinion that the Ontario Government had not gone far enough in encouraging this industry.

#### University Aid.

Referring to the Department of Education, he made special mention of the university, the needs of which, he said, were most urgent and should be looked after by the State. If the university were properly equipped in a scientific way teaching and research would go on, which would return tenfold in a few years. He suggested that a bonus of \$20,000 to \$25,000 be given to all universities to compete in the line of producing and transmitting cheap electricity. At Niagara Falls great development had taken place on the American side, but none on the Canadian side. Why wasn't there a refinery there to refine the nickel matte now shipped by the Canadian Copper Company to New Jersey? He favored the building by the Government of a railway into new Ontario; and he would go further, and thought the Government should go into the pulpwood and smelting business. He believed in going the "whole hog or none." He gave the Premier credit for forgetting more at \$7,000 a year than some of the railway Presidents knew at \$60,000. (Laughter.) The Government had spent \$23,000 last year in commissions to obtain information that the people knew a