

Holland in the time of Charles I., thence to New England with the Puritans, and the descendants removed to N.S. at the time of the Am. revolution. S. of Nathaniel Mills, who removed from N. S. to Can., 1817. B. in the Tp. of Orford, Kent, Ont., 18 March, 1831. Graduated at Michigan University. M., December, 1860, Miss M. J. Brown. Was Superintendent of Schools for Co. of Kent from April, 1856, to April, 1865. Was employed by Ontario Government to define the North Western boundary of the Province, 1872. [See report on that subject.] Author of a pamphlet on *The Present and Future Political Aspects of Canada* [1869.]; and another on *The Blunders of the Dominion Government in connection with the North-West Territory* [1871.] Elected mem. of the Council of Public Instruction for Ont. [representing the School Inspectors] Aug., 1875. An unsuccessful candidate for a seat in the Council of Public Instruction, Ont., 1874. First returned to Parlt. for present seat at g. e., 1867; re-elected at g. e., 1872, and at last g. e., Sworn in as Minister of Interior (vice Laird) Oct., 1876. An advanced Liberal. Favors the amendment of the Constitution so as to provide for the election of the Senate; for the appointment of Provincial Judges by the Provincial Executives, and the complete separation of Provincial and Federal jurisprudence. Was opposed to admission of British Columbia into the Union as premature, and the terms of Union as preposterous. He was of opinion that with more than two thousand miles of unsettled territory between the Upper Ottawa and British Columbia, we were not in a position to undertake the responsibilities of governing the country upon the Pacific coast. He held that railway construction, if needed in British Columbia, was a work to be undertaken by Imperial rather than by Canadian authority. He was opposed to pledging Canada to the construction of a continuous line of Railway to the Pacific, as wholly beyond the resources of this country. He denies that there ever can be a through traffic of Asiatic or European products over the road of any consequence, and that no engagement yet made with British Columbia looking to the completion of the road can be fulfilled. He holds that since the Northern Pacific Railway has been built to the Banks of the Red River of the North, that the Eastern terminus of the Canadian road ought to have been at Pembina. He holds that railway travel and traffic are not in any way affected by political boundaries, and that by utilizing the Northern Pacific we would have made it dependent upon the continuance of our trade over it to and from the North-West. Favors the government of Canada by the Canadian Parliament, and not by despatches