

was taken as the guide. This fact was abundantly illustrated in English history. When Wilberforce represented Yorkshire it had but two members, and it was long before it was divided into ridings, each one of which had the number of representatives. He believed the bill to be so fair that no reasonable objection could be made to it. It was curious that the members representing the city could not be left to take care of their own constituency; many of the remarks made concerning the feeling in the city of Halifax in reference to Confederation were "largely inaccurate." By the amendment the votes of the Western district would be swamped by the votes of Eastern Halifax. He would not object to another representative being added to the city representation, but there was no prospect of such a proposal receiving the assent of the Legislature. Under the bill, every man East and West would have the same suffrage.

Hon. PROVINCIAL SECRETARY said, in reference to his argument that the concluding Session of a Parliament was the proper time for a change in the representation, the answer of the member for East Halifax did not apply, because the change in the franchise was not at all a parallel case. When it had been proposed by Earl Russell's administration to extend the franchise to half a million additional electors, the statesmen of England had declared that the change would not involve an appeal to the people; but one of the reasons why the representation was not dealt with at the same time was that a dissolution must follow if an extensive change in that direction were made. Coming closer home, however, the party of the hon. member had made it part of the constitution that a change in the franchise did not involve a dissolution.

The franchise was at one time lowered to universal suffrage, and while the House was sitting under the old suffrage the departmental officers were elected under the new. Nor could any instance be produced in which any other course was considered necessary. The House did not approach the question as the Legislature of Canada did, because we had a number of councillors appointed by the Crown for the term of their lives; but even if it did, it would be unwise to do without the safeguard which a second branch always provided. It had been said that responsible government could not be carried on in a House of only 38 members; but he would turn attention to New Brunswick, which had a popular branch of only 41 members; again in Prince Edward Island, which had been so often referred to as having dealt so nobly with the question of Confederation, the House had a smaller number than would be left here after the change. He was surprised at the new-born zeal of the hon. member for East Halifax for the interests of the city, after that gentleman had gone out of the country and done all in his power to prevent the city from achieving that which every intelligent person regarded as her destiny, when she should become the terminus of the Intercolonial Railway. That hon. member admitted that he had gone to England using every argument that he could to prevent three or four millions of British capital from

flowing into us, and to prevent us from having connection not only with Canada, but with 20,000 miles of railway in the United States. Could the hon. member expect, in a speech delivered to the committee, to wipe out the recollection of an act which would sink deep into the mind of every intelligent citizen? He much mistook the intelligence of the citizens if he supposed that a few idle words would work such a transformation as to place him forward as the champion of the city. The hon. member had arrayed himself not only against the interests of the city, but of the Province as well, for he had traduced his country by representing to the Parliament of England that the railway debt would be repudiated. What was the deplorable state of the city, that such championship was required? Halifax county returned five gentlemen, and nine members were residents of the city. Was there any danger of the city not having sufficient influence in Parliament? The hon. member came to the rescue of Halifax by proposing such a division that the city would be denuded of any influence in the election of representatives. He denied that the interests of the city and county differed; it was plain that there was ten times the fishing interest among the Halifax merchants to what was outside. The hon. member had not been very considerate to his constituents in his action in reference to the Intercolonial Railway, for one of the first things that would probably be done would be to extend a branch from the junction to Dartmouth, thus giving the most remote sections of the eastern district a direct interest in promoting that great work. The interests of city and county were one, or they were diverse; if they were one, then there could be no disadvantage in having the electors cast their votes for all the members; if they were distinct, the result of dividing the representation must be that the members would neutralize each other. He believed that their interests were identical—that which made the man who caught the fish prosper, made the man who dealt in mercantile interests prosper also.

Mr. ANNAND said that when the Prov. Secy. had a very bad case he always rose on the wings of declamation away from the question. The Intercolonial Railway had nothing to do with the bill under consideration; he had previously explained his action on that subject, and he felt that the liberties of the people should be preserved if twenty railways had to be sacrificed. He felt inclined to coincide in the opinion of Mr. Fleming as to that Railway, and to take the view of a member of the House of Commons who said that the road would not pay for the grease of its engines. (Hon. Pro Sec: He got those opinions from the people's delegates.) Mr. Annand said that he was not aware of the people's delegates having seen the face of that gentleman previous to the expression of that opinion. Mr. Fleming's report showed that the N. A. and European line could tap the road and divert the trade at Danville. (Hon. Pro Sec: Suppose that to be true, would the connection with thirty millions of people and the making Halifax the highway of communication between London and New York be nothing?) It was true that a large flow of