

the first two or three sessions might not sit quite three months, but with the increase of area session would soon be as long as formerly. It has been said, when members had a sessional allowance, they would be anxious to get home, and would not stay to give proper attention to important measures. Every member must wait till the end of the session, till the Government brings all their measures down; if a member leaves his place there is a deduction from his pay made for every day he is absent.

Mr. Johnson could tell his honourable friend, the leader of the Government, that a man could live better in the Maritime Provinces on \$4 per day than on \$6 here. As good board could be had there at \$1 per day as for \$2.50 here, and there members could run home and spend a day or two in looking after their business, whilst when once here they had to stay for the session. The word indemnity was sound, if they were to be told that thirty shillings per diem were to recompense them for their time and expenses. If the honourable leader of the Government was making comparisons between this Province and New Brunswick, he could tell him that Ministers there only received £600—(hear, and laughter)—and he was perfectly willing if they were economizing, to cut down official salaries. He did not hesitate to say that the people of New Brunswick valued the services of their members and wanted to see them through harmless. Some might give a little in order that others might not lose, but if so, let nothing be said about it. Ten cents would not cover expenses, and it would be better to have nothing and let it be understood that they served from patriotism.

Mr. Masson, of Terrebonne, as a volunteer officer, he had experience in regard to travelling allowances, and knew that three or four cents per mile was the rate for railway and steamboat travelling, and ten cents per mile for carriages. He considered an average of ten cents fair enough.

Mr. Blake thought members might be paid on the principles acted upon with respect to witnesses in courts of justice, and receive such a sum as their expenses would seem to have amounted to. He thought they ought to adopt a maximum; but members should certify what their travelling expenses were and receive no more. He did not think they should vote themselves what the leader of the Government himself admitted was too large an allowance. If members were capable of prolonging the session for the sake of getting

six dollars a day, they would certainly be capable of hurrying it to a conclusion for the sake of getting six hundred.

The House then rose.

EVENING SESSION

After the recess,

Hon. Mr. Cartier resumed the debate on the indemnity to members. He said that the Bill before the House was not a new one to members from the late Provinces of Upper and Lower Canada. In 1859, he brought in a Bill similar to the one now before the House. The principle of that Bill was approved of not only by the then Government, but also by the Hon. Mr. Brown and a large majority of his party. The same principle was adopted at Washington in reference to the indemnity of members of the Senate and House of Representatives. With regard to mileage there was some difficulty, but so soon as the Intercolonial Railway should be built, that difficulty would in a great measure be removed. Then equalization in regard to mileage would be effected. For the present, his honourable friend from New Brunswick ought not to find fault with the proposed system of mileage, because the indemnity to members of the New Brunswick Legislature was but \$4 per diem instead of \$6. Besides the members from Gaspe and Bonaventure have nearly as great a distance to travel from the nearest railway station, and yet they had always been satisfied with the mileage.

Mr. Holton admitted that the Hon. Mr. Brown, and some of his friends, had acquiesced in 1859, in the motion of the honourable gentleman, at present Minister of Militia. But there was a general opinion among gentlemen opposite that Mr. Brown did sometimes make mistakes, and he (Mr. Holton) was willing to admit that this was a mistake on the part of that gentleman; though, perhaps, not so great a mistake as he committed when he entered the Government with the honourable gentleman opposite. (Laughter). He denied that the working of the bill of 1859 had proved satisfactory to Canada.

Mr. Johnson, of Northumberland, N.B., said that the remarks of the Minister of Militia seemed to indicate that he considered New Brunswick as a mere appendage to Canada. He (Mr. Johnson) wished to forget that there were such dividing lines between the Provinces; but, at the same time, justice must be given to all. Sixpence a mile was not enough