

impression, and has stated that he did not desire last year to convey any such meaning. But surely the hon. the Secretary of State must know that all the members from Nova Scotia distinctly stated that the fortnightly mail from Halifax, through the summer season was the great source of the delivery of letters to and from Europe with regard to Prince Edward Island and Nova Scotia. The business has got into a groove, and the people naturally send their fortnightly letters by the steamers that arrive and depart from Halifax. That is the state of the case, so my hon. friend will, I hope, correct the impression on his mind, for he labors under an entire mistake, when he supposes the Rimouski accommodation (of which I will not speak now, though I have heard it spoken of in most indignant terms by passengers who have used it,) will suit our people. I venture to think that the answer of the hon. Secretary of State will excite deep dissatisfaction in the Maritime Provinces.

Hon. Mr. SCOTT—I assumed that the weekly steamer must necessarily supersede the fortnightly service. It may or may not be the case that the mails are carried by the weekly steamers to Halifax as quickly as by the other line, but a great part of the mails from the Maritime Provinces must necessarily go by the weekly in preference to the fortnightly steamer. Surely a merchant of Halifax would not let the weekly steamer leave and keep his correspondence for the fortnightly steamer. As a matter of fact, I do not know what portion of the mails has gone by the weekly steamer, but I should imagine, from the nature of the service, that the great bulk of it would go that way. It could be ascertained by enquiry at the Post Office Department. However, the conclusion the Government came to was, that the facilities now existing, being a weekly service between Halifax and Europe in the summer, and a weekly service by way of Rimouski the rest of the year—would be more than an equivalent for the old system

Hon. Mr. ODELL—There is another question to which I would call attention. I believe there is a subsidy given to the fortnightly steamer by the Government of Newfoundland, and that steamer goes to Halifax to coal. Now, it seems to me

Hon. Mr. Dickson.

that by a very slight subsidy, in addition to that given by Newfoundland, the steamer would bring the mails to and from Halifax direct. Therefore, having those weekly steamers during the winter, the people, not only of Halifax, but of the Maritime Provinces, would be glad to have a fortnightly distribution of mails at Halifax, if it could be carried out by a small subsidy. If I am right in supposing that Newfoundland has given a subsidy for the fortnightly boat, it must be a distinct line from the weekly service.

The matter then dropped.

COMMITTEE ON BANKING, COMMERCE AND RAILWAYS.

MOTION TO ADD TO A COMMITTEE.

Hon. Mr. CAMPBELL moved “that the names of the Honorable Messieurs Hamilton (of Inkerman) and Trudel be added to the Committee on Banking, Commerce and Railways.” He said Mr. Hamilton was at the head of one of the largest banks in the country, and his experience in such matters would render him a valuable addition to the Committee. Hon. Mr. Trudel would also bring an amount of knowledge as regards the laws of Quebec that would be found to be very useful, and he did not suppose anybody would oppose the motion.

Hon. Mr. WARK said he did not rise to object to the motion of the hon. gentleman from Kingston, but he wished to call attention to the manner in which this committee had been increased of late years until it had become unwieldy. The Maritime division was entitled by law to an equal representation on this as well as on other committees. On analysing this committee it would be found that it had increased from fourteen members, as it was composed when the Senate first met, to forty, now. Of these forty, the Maritime Provinces had only eight representatives, while Ontario had eighteen. He called attention to this fact for the purpose of having a change made at the opening of the next Parliament. Hon. gentlemen would also observe that the Committee on Banking and Commerce and the Committee on Private Bills generally sat on the same day. They sat very frequently, and he thought it was desirable that the committees should be composed