

granting of this charter, I am satisfied that the Railway Committee will deal with the subject on its merits. I hope the hon. gentleman who has opposed it at the different stages will not oppose the suspension of the rule. As I understand the Chairman of the Committee, he cannot accept the twenty-four hours as meaning from one sitting to another.

Hon. Mr. ALLAN—This is really a case where the House is called upon to decide between observing the strict letter of the law, and considering the Rules in a liberal spirit as applicable to the measure before us. If this were a case where the parties interested in the passage of the Bill, or opposed to it, were at a distance from the Capital, the House would not be justified in allowing any deviation from the rule, but I understand no opposition has been made to this Bill in the House of Commons, and no opposition has been made here except by one hon. gentleman, and I am also given to understand that the parties have been here, and are here now, and that no injustice can be done to anybody by construing the rule liberally and letting the Bill go before the committee to-morrow. The House would be acting in the right spirit in the matter if they adopted that course.

Hon. Mr. VIDAL—Like my hon. friend, I should be very much better pleased if those interested parties would consent to a suspension of the rule, but I would not join in forcing it if they are not willing to consent to it.

Hon. Mr. GUÉVREMONT (In French.) I regret exceedingly that I cannot assent to the proposition to suspend the rule with regard to this Bill. I object to it for several reasons. The first is that persons outside of the Senate are opposed to the Bill, and reposing confidence in the members of this Chamber, they would adhere strictly to a rule calculated to delay the consideration of a Bill designed to injure a large number of residents in the locality where the railroad is to be built. They have gone away. It would be unfair to them to suspend the rule and proceed with the Bill, without giving them a chance to come and present their reasons for opposing it. The hon. member from Halifax has said that no opposition was made to the Bill in the other House: if I remember

correctly it was opposed in the Railway Committee of the other House. I do not know what particular reason the hon. member from Halifax has for wishing to see this Bill passed in opposition to the wishes of the people of the province of Quebec. Why did the Bill not pass before the Quebec Legislature at its last session? The company obtained their charter originally from the Quebec Legislature. They appeared before the Legislature at its last session asking for an amendment to their charter; why then, will the hon. gentleman from Halifax tell me, did the Legislature of Quebec deem it necessary, knowing the needs and wishes of the people of that locality, to refuse that legislation? I believe that we should respect the decision of the people of the province of Quebec, knowing, as they do perfectly, the circumstances of the case and the needs of the people of that locality. We should trust to the judgment of the Local Legislature, and enforce the Rules of this House with regard to this Bill.

Hon. Mr. POWER—The hon. gentleman makes a very good fight for his clients. He tells us that the people who are interested in opposing this Bill left Ottawa, and that they went away relying on the rigid enforcement of these technical rules against this Bill, and that, having been here and having gone away relying on these technical grounds, they are not in a position to appear before the Committee to-morrow to oppose the measure. I do not think that, in the first place, that is a ground of objection that would commend itself to the members of this House. The hon. gentleman knows perfectly well that the parties who oppose this Bill have, in himself and in some of his colleagues, the strongest representatives they could have. There is not an objection to be taken to this Bill before the Committee that the hon. gentleman is not in a position to present just as well as any of the gentlemen who have gone away to Montreal. Consequently, there is nothing in that argument. Then the hon. gentleman makes some reference to my having taken an interest in this Bill. Coming from the province of Nova Scotia, I am even more interested in the success of this undertaking than the hon. gentleman is, because the road, for the construction of which this company is asking power, is a line which will connect with the Intercolonial Railway, and afford freight to