

HON. MR. PLUMB—I rise to a question of order. The hon. gentleman says he bases his argument as to the consent of those gentlemen to support a Government measure upon the fact that they themselves received subsidies for railways in which they are interested. If the hon. member has a right to attack members of the other House in that way, the principles of debate which govern the two bodies are entirely dissimilar. I appeal to the Speaker to say if that is a proper line of argument.

THE SPEAKER—I must say I am not aware of any rule of this House which prevents an hon. member from attributing motives to any individual outside of the House, whether he be a member of the House of Commons or not. If there is any authority on that point I would be obliged to the hon. gentleman if he would point it out to me.

HON. MR. POWER—I think it was only yesterday that the same question of order was raised in reference to the hon. gentleman himself, on his allusion to members of the other House. Those members, I say, probably thought it was more patriotic to get money for their own counties than to get money for a line from Montreal to Moncton.

HON. MR. HOWLAN—*Honi soit qui mal y pense.*

HON. MR. POWER—I am merely giving you the facts, and hon. gentlemen can draw their own conclusions. Mr. Light's name has been introduced here, and he has been charged with assuming a title that he had no right to, when he claimed to be a member of the Association of Civil Engineers. Several members of this House have had an opportunity of seeing Mr. Light's certificate signed by the President and Secretary of the Association of Engineers. It was dated in 1862, and signed by Mr. Hawkshaw, at that time President of the Association, and sealed with the seal of the Association. It has been said that since that time he had ceased to be a member. That was not the point. The point discussed was Mr. Light's qualification as an engineer; and if Mr. Light was qualified in 1862, there

is every reason to believe he is qualified now, as he has been practising engineering ever since; and the attempt to injure Mr. Light's character as a professional man has singularly failed. Another argument used was that so many Maritime Province members voted for this southern route. That, I have dealt with already. Another argument was that if we did not get this road built at once, trade would get set in its present channels, and it could not be got out of them. I think anything more childish than that could hardly be imagined. From the time when railways began to be built in this part of Canada, trade has been running in its present channels, and it will not go out of them until better channels are provided for it. It has been running to Portland for the last forty years, and a year more or less is not likely to settle it more firmly in that channel. Then there is another consideration: The intention is to make a connection between the International Railway and the Bangor and Piscataquis Railway, an American road, before the eastern end of this road is begun. Hon. gentlemen will see that that will give trade an opportunity for becoming set in channels in the State of Maine, before the channels east of that are ready to receive it, and that is more likely to do harm than letting things rest as they are for a year, and getting the best line afterwards. It has been said—it was one of the arguments used, in fact the principal argument used by the gentleman whose name has been mentioned, a member for Halifax, why we should adopt this southern route—that there was danger in delay, and that it was necessary to have something done. There is no necessity for delaying the work. There is one portion of this road, the link from Fredericton to Salisbury, which is common to all the lines; it does not matter whether you go north to Quebec or Riviere du Loup or whether you go south by Moosehead Lake. In these lines, every one of them, the link from Fredericton to Salisbury is an essential link; and I think the proper and business-like and reasonable course for the Government to have taken would have been to have constructed the link from Salisbury to Fredericton during the present year, and made the necessary surveys from Fredericton west to Montreal