

in asking for the erection of the engine house and other terminal buildings at Port Moody. I do not claim to have any more common sense, probably, than is necessary, but I think if I were senseless in asking that the Syndicate and the Government should carry out what they solemnly agreed to in 1881, surely there was no sense on the part of the Minister of Justice and the acting Minister of Railways going to work and calling for tenders for the erection of those houses at Port Moody up to the 24th May last. I say that if I were senseless in asking for that, I think the Government were a great deal more so, yes, dishonest, in calling for tenders for a work that they did not intend to build. There is another matter I wish to refer to, but I will defer it until the Minister of Justice is in his place. I showed most conclusively, when I was dealing with this subject a week ago, that if the road was extended to English Bay and Coal Harbor—that is, if we gave them the wherewithal to do it—the Dominion property in and around Port Moody would be depreciated to the extent of three or four millions of dollars. I believe if the terminus remains where it is, that the property which they own will be worth from \$3,000,000 to \$4,000,000 within the next five years. I think I also showed, not on my own statement, not on my own estimate, but giving as my authority the ex-Minister of Railways, Sir Charles Tupper, that it would cost from one to two millions of dollars for the erection of a breakwater or to make anything like a harbor of English Bay, so that there is a direct loss, for all of the money for the erection of a harbor must come out of the Dominion Treasury. That would be a direct loss to the Dominion of \$5,000,000, a considerable sum, which ought to be applied towards recouping the vast amount that that road has already cost the country. The Minister of Justice is now in his place, and I will refer to the fact that he stated, a short time ago, his impression of Port Moody as a town site. I remember meeting that hon. gentleman at Port Moody. If my memory serves me right it was about two years ago. He stated that his impression of Port Moody was not a very favorable one: that he thought it was not a very suitable place for a large town. I will

take the liberty of asking the hon. gentleman two or three questions, which I hope he will condescend to answer. In the first place I ask him how long did he remain at Port Moody?

HON. SIR ALEX. CAMPBELL—Perhaps half an hour.

HON. MR. MCINNES—How far did the hon. gentleman walk around Port Moody, or away from that wharf?

HON. SIR ALEX. CAMPBELL—I did not walk at all. I was down at the wharf, and at the place where the hotel was.

HON. MR. MCINNES—There was no road there?

HON. SIR ALEX. CAMPBELL—There was no road from the wharf to where the hotel was.

HON. MR. MCINNES—I would ask again how far could the hon. gentleman see in any direction from the wharf?

HON. SIR ALEX. CAMPBELL—I do not remember how far I could see from the wharf. I remember that there was a great deal of fire in the woods, and the atmosphere was smoky. I could not see so far on that day as I could on some other days.

HON. MR. MCINNES—I am very glad that the hon. gentleman has been so frank in his reply. I remember that day very well. The whole of the lower portion of British Columbia was enveloped in dense smoke, and I doubt very much, although I know my hon. friend's eyesight was pretty good, if he could on that day have seen as far as from here to Wellington St. It was impossible to see any distance owing to the dense smoke. The hon. gentleman acknowledges that he was only a few yards around the wharf, and that he saw a bluff. It is true that where the wharf is built it is immediately under a bluff from 50 to 75 feet high, and there is considerable of a hill beyond; but I think that was scarcely a sufficient amount of experience upon which to pronounce that Port Moody was not a fit place for a harbor, or a place fit for a large town.