

the company wished to extend the road down to Coal Harbor was to get the whole of that territory for town sites. I thought the hon. gentleman from Halifax, and those who think with him, had a monopoly of this decrying of the country and of the Canadian Pacific Railway. The earnings of this road have been marvellous considering that it is yet in its incipient condition. In 1884 the earnings were over \$5,000,000.

HON. MR. POWER—I rise to a point of order. The hon. gentleman is not confining himself to the question before the House.

HON. MR. MACDONALD—Did not the hon. gentleman go to Yellow Head Pass and Kicking Horse Pass?

HON. MR. POWER—Certainly.

HON. MR. MACDONALD—The hon. gentleman seems to wish to stick to Yellow Head Pass all his lifetime. The earnings of the road are over five and a half million of dollars this year already, and if such is the case at this early period in the history of the enterprise, the road will have a great deal of trade, and the argument of the hon. gentleman is untenable, that while he does not restrict the road to the Port Moody terminus he wants to build the terminal buildings to be erected there.

HON. MR. KAULBACH—I am an old parliamentarian, independent in action, never seeking favors, and I have always felt and acted on the principle that my own private interests have to give way to the public good. I do not think that in this matter I am open to censure from the Minister of Justice, who said it would be more seemly if I had not expressed my views on the subject.

HON. SIR ALEX. CAMPBELL—I did not use the word "unseemly" at all—I said unusual.

HON. MR. KAULBACH—I say this is a public question, not one in which I alone am involved, but in which the public, a large number of the people of this country, are interested, not only at Port

Moody but in other places; but if it were a public question in which I was personally interested, I have put my own interests aside. I have not solicited the vote or support of any hon. gentleman but I would be unworthy my position as a public man if I did not stand up in my place and declare my views to the best of my ability, claiming the independent judgment of hon. gentlemen on the merits of this case. If those are not the duties of a member of this House, then the functions of hon. gentlemen in this House are limited, if not entirely gone. There is scarcely a public question discussed in this Chamber in which some of us are not directly interested. We cannot deal with questions affecting public lands, or timber limits, or bank stock, or railways, or telegraphs that some of us are not interested in, and not only that, but we all know that Ministers of the Crown have personal interests in questions of the kind I have named, and we find members of Parliament taking fees and advocating interests as counsel before Committees in this House and in the other Branch of the Legislature, and this is the first time in my life that I have ever been told that such a position as I have taken here to day is unusual, or not consistent with the duties of a member of Parliament—especially after the calm, dispassionate manner in which I have treated this question. I treated it simply from a legal point of view, in the public interest—not to restrict the Canadian Pacific Railway but to aid them in the objects of this Bill. I said if my private interests only were concerned, they should give way to the public good. I did not wish to restrict the company from extending their line from Port Moody to Coal Harbor. If they have not the right to go to English Bay, we should give it to them and I felt from the first that the company should not be embarrassed; that we all, that Canada at large, have a deep interest in it; that we all consider that the early completion of that road is dear to us, and especially to our development, and I should be sorry in any way to attempt to embarrass the company in carrying out their mighty enterprise and what the country expect from them, by intruding upon this House my private interests. But I say this, that the Canadian Pacific Railway Co. and the Government have con-