

Coal Harbor, and the terminal buildings are erected there, hon. gentlemen will see that the terminus at Port Moody, upon which the Government now have a lien, will become of much less value than it is at present, and that the value of the government lien on the road will be diminished to the extent of the decrease in value of the property at Port Moody. If the terminal buildings which the Government propose to erect at Port Moody shall be erected at another point, and the value which the works at Port Moody would have given that place shall have been taken away from it and added to the value of the Company's works at another point, I think it is only reasonable that the Government and the country should have a lien on the works at the other point. I think that is perfectly clear, and I trust that the Government will have no objection to make this amendment to the Bill.

HON. MR. KAULBACH—I have not considered this motion carefully, but I understood the Minister of Justice to say yesterday in reply to a question put by the hon. gentleman from New Brunswick (Mr. Dever) that the lien of the Government would extend to that portion of the road west of Port Moody.

HON. SIR ALEX. CAMPBELL—Yes, as I will explain in a moment.

HON. MR. KAULBACH—Therefore, if that would be the case I do not see the necessity for such an amendment.

I do not wish to take up the time of the Senate now by any extended remarks. I am a staunch and earnest supporter of the Canadian Pacific Railway, as much so as any member of this House, and I think the prosperity of the country largely depends on the success of that enterprise. I do not wish to remark on what the hon. member from Niagara stated with regard to the extension of the road to Coal Harbour. I think it would have been just as well if he had omitted any remark in relation to that subject from the speech which he made, considering all the circumstances and the discussion we had the other day, but I cannot help saying a few words in reply to the speech of my hon. friend the senior member from Halifax. If I understood him right, he said that as far as the

Yellow Head Pass was concerned it could not be expected that any engineer from the United States of such note would be likely to report in favor of the best route, considering that he would then be approving of a railway which would be a successful rival of the trans-continental lines in the United States.

HON. MR. POWER—I did not say that at all.

HON. MR. KAULBACH—It cannot be that an engineer of any reputation would be biased in that way and make a wrong report, or one inconsistent with his engineering skill and interest, and report in favor of a route which was not the best, simply because by doing so he would make the Canadian road inferior to competing lines in the United States. I think that is the line of argument that my hon. friend used.

HON. MR. POWER—No.

HON. MR. KAULBACH—Well, it was tantamount to that. I do not think that any engineer would do a thing of that kind. My hon. friend talked about completing this road in six years before the appointed time, 1891. That, I think, is something which will benefit this country to a greater extent than my hon. friend appreciates. To my mind it is six years gained in the settlement and development of the North-West Territories, which is of incalculable value to the Dominion. It is six years gained in the immigration into this country instead of allowing it to go to the United States and other countries. It means six years of profit on the investment we have made in the North-West. These three reasons, independent of any other are, to my mind, in themselves conclusive that this railway should be completed in the interests of our country as rapidly as possible. My hon. friend fails to see why the company should come to Parliament for more money. It is well known that this work has been retarded not only by rival railway companies, such as the Grand Trunk Railway, but the route selected, the land through which it passes, the character of the work, the climate—all were decried, not only abroad but even in this House,

HON. MR. POWER.