

grossly wronged, if the vile scheme of this extension is carried out. The position that I stand in to-day is this: hundreds have interviewed me, and I have received letters from parties that I never saw asking me "Is Port Moody the terminus of the Pacific Railway?" "Is it a safe place to invest our means in?" I invariably referred them to the solemn announcement made by Sir Charles Tupper and the Government, that Port Moody was the terminus. I said, "I can give you that, and I think it is quite sufficient; but in addition to that I am safe in saying that I have the most positive private evidence that Port Moody is the terminus." On the strength of that assurance they invested their money, some of them their all, and hon. gentlemen can understand the position that I am in. They no doubt look to me as the person who misled them, or to a certain extent misled them in investing their means there. That is the false position that I am in. That is the false position that the Government of the country has placed me in, and all those who have invested at Port Moody. We are told that it was only when Mr. Van Horne came to this country that they discovered that Port Moody was not quite as good a harbor as the Pacific railway people would like it to be. Notwithstanding the speech of Sir Charles Tupper which I quoted here about a week ago—and that speech was not giving his own views merely, but the views of the highest naval authorities that had visited those waters on the Pacific coast, extending over a period of 25 years—notwithstanding all that, when Mr. Van Horne comes over here he goes out to Burrard Inlet, to Port Moody and English Bay, for five or six hours, and he, with his would-be all-seeing eye, could detect at a glance that these authorities are all wrong, that Port Moody is not a good harbor, that Coal Harbor is a little better, and that English Bay, exposed as it is to the prevailing winds and tides, is the best. In connection with this I would draw the attention of the House to the fact that the Minister of Justice, in replying to my observation the other day, forgot to mention anything about the enormous amount of money required to build a breakwater to make English Bay anything like fit for vessels to anchor in safety there. He entirely overlooked that—the two or three

millions stated by Sir Charles Tupper that it would cost for that purpose.

HON. MR. CARVELL—If the hon. gentleman will allow me, perhaps I will help him in his argument. It has been said that the Pacific Railway Company had intended to place their buildings there and make the improvements, as suggested by the words he has read, but that on going there they found that speculators had preceded them and bought the lands and asked exorbitant prices from the Company for them. I would suggest that to the hon. gentleman in order, if it is not so, that he may contradict it.

HON. MR. MCINNES—I am very glad the hon. gentleman from Prince Edward Island has mentioned that matter. I do not know whether he was in the House the other day when I was dealing with that portion of the question. I stated that last November, property owners at Port Moody had offered the Canadian Pacific Railway Co. 450 acres of land within a mile and a half of the head of Port Moody—offered it as a gift. Not only that, but to show the liberality and fairmindedness of that people, they offered to give one-third of all their private property within one mile of Port Moody, if the Canadian Pacific Railway Co. would keep the terminus at Port Moody for 20 years, so that that statement is not correct. I have also heard it stated, in that connection, that the company could not find enough of level land there for their terminal works, and all that kind of nonsense. There is a stretch of country from the head of Port Moody up to Pitt River, a distance of five miles, of level land.

HON. MR. PLUMB—Up stream?

HON. MR. MCINNES—Yes, up stream. There is a fall of eight or ten feet in five miles, so that the grades are not very steep. I think they are a little steeper than that in the Selkirk range.

HON. MR. KAULBACH—Is there not a Government reservation there?

HON. MR. MCINNES—Yes, there are two military reservations a little west of