

of Parliament, and I again repeat that it is impossible for the Government to go beyond that and erect buildings elsewhere without the direct sanction and authority of Parliament. My hon. friend behind me says that "we will not put them up at all." I say Canada is bound, the Government are bound, by the Orders-in-Council and Acts of Parliament, and by the fact that many hundreds of persons have thought it proper, on the faith of acts of Parliament, to invest money in lands about Port Moody, to fulfil their engagement which they made and fixed by contract which they entered into by Act of Parliament—a contract the honor and good faith of which must be maintained between the people of this country and the Canadian Pacific Railway Co. Having said this much, and feeling as I do such a deep interest in the Canadian Pacific Railway, and wishing as far as possible its completion and prosperity, I do not wish to take, and I think that I am not now taking, a position hostile to the company. My feeling on the subject is quite the reverse, and as I told my hon. friend who spoke to me on this matter, I would rather forego everything I have invested at Port Moody than attempt to restrict or retard the Canadian Pacific Railway in their rights. If they want to go to Coal Harbor, if they have not a right to go there, we should give it to them. Perhaps we have the power to prevent them, as Parliament is omnipotent, yet I consider it would not be right that the company should be restrained from doing what they conceive to be in their own interest, when they do not conflict with public interests. I would like to refer hon. gentlemen to the law as to Government powers as it stands on this matter; I will try not to weary you. I refer the House to chap. 1 of 44 Vic. The first clause of the schedule in the contract is as follows: "Canadian Pacific Railway means the entire railway described in 37 Vic., Cap. 14." Now 37 Vic. chap. 14, section 1, says that the Canadian Pacific Railway is to be made "to some point in British Columbia on the Pacific Ocean \* \* \* to be determined, and the course and line of the said railway to be approved by the Governor in Council." Then there is the end of the following section 2, which I believe should be read with the other, and

is controlled by section 1. They must be read together.

HON. MR. PLUMB—That does not fix the terminus.

HON. MR. KAULBACH—Wait a moment I will show it to you. We will see directly where it is; we will come to that; then we have section 15 of schedule A to the Act 44 Vic. chap. 1—the Act of 1881. It is as follows (I want hon. gentlemen to read it):—"The Company may lay out, construct, acquire, equip &c," and you will find it to extend the Canadian Pacific Railway only to port Moody. There the terminus was declared by Act of Parliament; but what have we more? I say there was an Order-in-Council passed in this matter and I refer the House to the Order-in-Council of the Mackenzie Government dated May 1878 in which it was declared to be the terminus of the Canadian Pacific Railway. And also the Order-in-Council, October 1879 by which the present Government confirm that choice. This Order-in-Council would fix the terminus beyond change except by express directions of Parliament. Then I contend the Government having performed their functions, having determined that Port Moody was the terminus their functions ceased and they could in no way alter the decision which had been arrived at. The power to determine was exhausted when the determination was made. The Government do not contend that they have altered it; the leader of this House says that Port Moody is, by contract and by Act of Parliament, the terminus of the Canadian Pacific Railway, as far as the Government is concerned. I say not only that, but by Act of Parliament and Orders-in-Council it has been fixed, and therefore the Government have no right, and they would be taking powers which they do not possess, to place buildings anywhere but at Port Moody. Therefore I contend it is but right and proper to declare that the Government do not recognize any other terminus but Port Moody at which to erect these buildings and that there the terminal buildings should be erected. As I said before section 1 of the Act 44 Vic. Cap. 1 section 1 ratifies the contract in the schedules. That is quite clear, and the