

that speculation that our minds were more or less biased. It is quite true that my hon. friend from Lunenburg and myself have speculated there. I regret to say that we have, but I have only to acquaint this House with the fact that we did not do so until we had the most positive assurances—private as well as public—public announcements and declarations from the Government, that Port Moody was the terminus and would remain the terminus of the Canadian Pacific Railway. But if my hon. friend and myself have speculated there we have done so with our own moneys. We did not come to the Government and ask them for a loan of over three quarters of a million as the Canadian Pacific Railway Co. are doing at the present time, asking for \$760,000 for private speculation. I claim that the Canadian Pacific Railway Co. have no more right to ask this Government for \$760,000 to further their own private interests that are wholly and solely apart from the Canadian Pacific Railway than we have. It has not been denied by the Minister of Justice, or by the Premier, or by the acting Minister of Railways, or by the late Minister of Railways, that Port Moody is all that can be desired as a terminus for a great trans-continental railway. It is not on any ground of inefficiency, or want of space, or want of good anchorage, or any facilities necessary for the terminus of a great trans-continental railway that another terminus has been selected. At Port Moody there are no less than ten miles of the finest anchorage and dockage that could be found in any harbor, I do not hesitate to say, in the world. Vessels can lie along the shore there without even casting out an anchor, so secure is that place and so well protected from any winds—it is perfectly land-locked.

In confirmation of that, I will read a short article that came under my notice to-day. It is as follows:—

While the estimates were passing through the House the following discussion took place, at the instance of Mr. Blake, on the item of—

“For connection with Coal Harbor and English Bay, shops, buildings, docks, tracks and other facilities at Pacific terminus, \$760,000.”

The hon. gentleman said:—The Government told the House very strongly, and no

longer ago than last session—yes, and even this session, when I called the attention of the acting Minister to the fact that there were rumors that the company were prosecuting the extension from Port Moody to Coal Harbor or English Bay, and pointed out that I had indicated before that, for the China and Japan trade, something of that kind would be done—he said: If it is done, the Government considers Port Moody the proper point, and if anything more is done it will be by the company itself, and we have no concern with it whatever; and at that moment he was making a contract for the additional expenditure of no less than \$70,000 to put down iron piles instead of the wooden piles in front of Port Moody wharf, which, if this arrangement is to be made, will be a structure little required. I do not mean to say there will be no traffic at Port Moody: but, if the terminus is to be some thirteen miles off, at Coal Harbor or English Bay, we have made a permanent structure at Port Moody to repair the ravages of the teredo, costing more than the wharf cost altogether, and in addition to giving that to the Pacific Railway we are to find means of borrowing, and perhaps are ourselves to give them, \$760,000 for this extension. The Minister of Railways, early in the session, said: This is a matter with which we had no concern; it is not our business; we believe the terminus at Port Moody is adequate. I want to know whether the Government have any further information on this subject, whether they have approved of this as necessary and important to the company, and whether they have verified at all the estimates and plans upon which the Canadian Pacific Railway terminus is to be transferred, in fact, from Port Moody to Coal Harbor or English Bay.

Now, I will read the reply of the Premier:

Sir John A. Macdonald—As I understand, these estimates are generally rough estimates, but before the money can be expended full details will be given. As to the connection with Coal Harbor, my hon. friend the Minister of Railways was quite right in stating that it was the affair of the company itself. Under the contract and the Act of Parliament the terminus was stated to be at Port Moody, as far as the Government was concerned; the contract ends there, and it is a fine harbor, no doubt, and will always have a considerable amount of trade, I fancy, which will still remain and start from Port Moody, although it is the intention of the company to extend the line to Coal Harbor and English Bay. It appears, on fuller investigation, that the interests of the company and the interests of foreign trade will be promoted by going to Coal Harbor and English Bay, but it forms no portion of the contract, and they get no portion of the subsidy on this part of the line. I believe the extension of the road has been made for the advantage of the general Asiatic trade. You may depend upon it that the