

brought with me printed copies of the results of their labors which have been laid before the Commissioners. I have seen from time to time the works themselves of which these printed papers are the outlines. They embrace twelve large octavo volumes of manuscript. They contain in the first place a chronological list of all the acts passed prior to confederation by the various Provinces now forming the Dominion of Canada, and by the Dominion Parliament. There are 128 pages in this book, and the House will judge of the labor bestowed upon it when they know that each statute passed by the Dominion Parliament from confederation is contained in this table, and then is added to that the acts passed at each session by the several Provinces of the Dominion. It is a complete list of all the acts passed by this Parliament, by the Parliament of Canada before confederation, and by the Parliaments of the other Provinces. Each session is gone through from beginning to end, commencing with the first chapter and ending with the last, with notes referring to any subsequent legislation that has taken place on the same subject, and notes also showing the Provinces to which it applies.

HON. MR. POWER—That begins only at the time of the last consolidation.

HON. SIR ALEX. CAMPBELL—It began in 1858. They also prepared an analytical digest containing a list of repealed acts of this Parliament, and of the acts of the Parliament of old Canada, Nova Scotia, New Brunswick and Prince Edward Island. The value of this little digest to the present Commissioners was very great indeed, and they, I am sure, will be the first to acknowledge their indebtedness to Mr. Cockburn for having prepared it so carefully and correctly. In the digest the various subjects in the chronological list are classified under different heads, as for instance, under "Administration of Justice," courts, procedure, evidence of witnesses, &c. Take any one of those at hap-hazard and you will see the labor that was given to it. These two books, one of 128 pages, and the other of 28 pages, involved an amount of work on the part of Mr. Cockburn and Mr. Ferguson which, I am quite sure, my hon. friends will be glad to acknowledge.

HON. MR. SCOTT—Hear, hear!

HON. SIR ALEX. CAMPBELL—One of my hon. friends, I do not know which of them it was, wondered why we should hasten the construction of the Canadian Pacific Railway and asked "why not go more leisurely? Why the necessity of this additional expenditure to obtain this rapid construction?" Well, one can only say that there is an object in the construction of the Canadian Pacific Railway. That object is to promote the prosperity of this country, and increase its population. Does it not follow that the sooner we arrive at that end the better? That is the general reason why it is desirable to proceed rapidly with the construction of the Canadian Pacific Railway. But there is also the financial reason. The sooner that road is constructed and a revenue is derived from it the better will it be for the Company and the country, and therefore there is an advantage in constructing it with as reasonable rapidity as we can throw into it.

One of my hon. friends—I think it was the hon. member for Ottawa—alluded to the \$150,000 which the Government gave to be distributed among the fishermen, and thought it would have been better to have given them assistance by way of remission of duty. That point was considered, but it was very difficult to give them that relief in any way. By a direct vote they could be aided without interfering with other classes in a way that was not desirable. They suffered particularly by the Treaty of Washington. They had, for years, enjoyed the exclusive right of fishing within the three mile limit, and that exclusive right was taken from them by the Treaty. It was unfair, therefore, to consider what should be done for them to compensate for the loss they had sustained, and it was considered best to give them \$150,000. It was thought also, that, by giving them this encouragement, we could keep them at home, and lead them to build such vessels as sail from United States ports, and especially from Gloucester, and which induce many of our own people, from Nova Scotia particularly, to sail under the American flag. It was thought by this encouragement we could, to some extent, prevent that.

HON. MR. KAULBACH—That is a fact.