

enterprise that could rouse the Government to activity in this matter. (Hear, hear and laughter.)

Hon. Mr WILMOT expressed regret that there had been so much disappointment in regard to the Government's part in this matter. Had the Government taken prompt and judicious action upon the report of the commissioners, considering the greatly enhanced price of all American products after the Civil War, he had no doubt that a large trade might have been created between Canada and the West Indies and Brazil. He conceived it was not too late to move yet in the matter. He trusted the Postmaster General would urge on his colleagues the absolute necessity of considering the report of the commissioners, with a view to bringing about these needed commercial communications. The people abroad should be informed of our products and facilities. Here we had the raw material and skill requisite to various manufactures in demand in the West Indies. Drum, of Quebec, for example, made cheaper furniture than could be produced in the States, which enjoyed a large trade in this article with Brazil.

Hon. Mr. CAMPBELL said the Government had not been quite so supine in the matter as his friends from New Brunswick and Montreal supposed. At the time this commissioners' report was issued, or shortly afterwards, the Island of Newfoundland appeared on the eve of entering the Confederation. Part of the terms proposed by her was a line of steamers between the Island and the West Indies, and between Newfoundland and Quebec, and we thought at that time we should take advantage of this demand to carry out the recommendations of the Commissioners who had visited the West Indies. For a year or more the scheme was held over, because we did not desire to start this line before Newfoundland entered the Union. After a year or two, that island not uniting, a new effort was made to open communications with the West Indies, but it was found it would involve considerable expense. He had had intercourse with the Allans on the subject, and correspondence with the Inman Company, and learned that a line of steamships between any port in the Dominion and the West Indies, could not then have been established short of a subsidy of £1,000 a voyage. Demerara and Barbadoes proposed to pay \$6,000 a year each, but that would have been but a small proportion of the whole cost. Nevertheless, had Newfoundland united with us, and exacted

this line, we should have gone on with the enterprise. But, as it was, its cost deterred us. There was also very soon after, a reasonable expectation of establishing a line to Cuba under the Spanish flag; still he was quite ready to acquiesce in some little part of the censure dealt out to the Government. There might have been some little delay. They were obliged to proceed carefully in such matters, however. If his hon. friend (Mr Ferrier), proceeded with his bill, and established this line, he would receive from the Government every reasonable assistance. (Cheers).

The Bill was read a second time, and referred to committee.

Hon. Mr. AIKIN's moved the second reading of the Weights and Measures Bill. He said its object was to set up a standard of measures of length, weight and capacity, to provide for the inspection of weights and measures in general use. The actual law and custom in these matters was far from satisfactory in the Dominion, while not complimentary to the intelligence of our people, nor to our commercial position. So far as we were aware, there were never more than two sets of authentic weights in the Dominion; one in Lower Canada, dating from 1795, which was destroyed at the burning of the Parliament in that Province, and another in Upper Canada, introduced in 1825, still remaining. In consequence of use and friction, the small weights not having been verified since that time, the standard was not what it ought to be. A copy of the standard weights had been obtained from London, and on comparing with it the Quebec weights in one of the divisions of Montreal, it was found the small weights were very light. The 1 lb. by 22½ grains; the 2 lb. by 32½ and the 4 lb. by 62½. Serious errors resulted from the constant use of these small weights in trade. This bill sought to remedy these evils. So far as the long hundred was concerned, in British Columbia 112 lbs were used, with 2,240 lbs. to the ton, while in other provinces they had 100 and 2,000 respectively. What was true as to weights applied as to the measure of capacity. The standard gallon was found to be very large, while the smaller vessels did not really contain what they purported. The bill would remedy this defect also. The imperial gallon would be substituted for the wine gallon. The change was easily made from the one to the other. The imperial was one-fifth larger than the wine gallon, so there was no difficulty in conversion or calculation. The new system was better adapted to our wants and ne-