

these friends have not always satisfactorily performed their duties, extortionate charges have been exacted from merchants as well as farmers, and these latter have frequently expressed their discontent. I have often had the occasion of noticing that this law, put into force by the previous Government, was far more adverse to the interests of the public than the present one. In the county which I have the honor of representing, the inspector was appointed by the present Government to supersede the former incumbent, who did not give satisfaction to the public in the fulfilment of his duties. The Inspector appointed by the present Government gives satisfaction to Liberals and Conservatives alike. The charges incurred by those who have weights and measures for inspection are far less than formerly. If the Government does not derive as much revenue therefrom under the present law, at any rate the law gives more satisfaction to the public, and has re-established in the county that order that was so needed. As the hon. leader of the Government has so well expressed it, the inspection of weights and measures has not been established to make it a source of income, but rather to preserve order between buyer and seller, so that the public should ever feel secure in the accuracy of the weights and measures employed. It is easy to understand the discontent of those who are obliged to make some disbursement to have their weights and measures regulated, but taking it all in all, the working of this new law gives general satisfaction.

Mr. SPROULE. I was amused at the reasons given why the revenue produced by the Weights and Measures Act, previous to 1879, was greater than it is now. The reason is evident to those who understand the working of the Act. A case has come under my own observation, where scales were inspected by the inspector, appointed by the late Government, at a cost to the owner of \$25; while the same scales were inspected by the inspector appointed by the present Government, at a cost of only \$11. In another case the cost under the old law was \$17, whereas it was only \$9 under the new regime.

#### CANADIAN PACIFIC RAILWAY.

Mr. DAWSON, in moving for a return of surveys made in the fall of 1879, and winter of 1879-80, of the southern route or shore line, between Red Rock, Nipigon Bay and the terminus of the Pacific Railway at Thunder Bay, said: This report is a very important one, as by means of it, I understand a very good line has been found, where the country some distance inland from the coast was very rough and impracticable. The report came in so late that I believe it could not be included in the general reports. On looking at this map in the railway office, it appears as if that survey, making as it does a great bend toward the south, had added to the distance, but it is not greater than the distance in the other case, because the country inland between Red Rock and Thunder Bay is exceedingly difficult. This section was examined twenty years ago by efficient engineers who found it so broken that a waggon road could not be made through it. The Pacific Railway engineers have been surveying it for the past ten years and have not yet got a suitable line for a railway. Of course, men and money will carry a railway almost anywhere, as in Section 15, but this shore line to which I refer, between Nipigon Bay and Thunder Bay, is easy of construction, while it would not really add to the distance, considering the deviations that would be required in the rough country by the inland route.

Mr. HAGGART. - On this subject I would ask the hon. Minister of Railways, before moving an amendment to the motion, if he can supply the report of the surveys made by Mr. Austin and Mr. Cambie, between Lake Nipissing and this Thunder Bay route during the present season? This report would be of interest during the Pacific Railway debate.

Sir CHARLES TUPPER. There is no objection to bringing down this information. It will show that the survey made from Nipigon to Thunder Bay went to establish the fact that a very favorable line has been obtained in that direction—I believe the shortest line, so far as the construction is concerned, of any line that can be obtained. Of course, if the line were carried out from Nipigon, to strike the main line at a considerable distance out, it would shorten the distance from Nipissing to the Red River and decrease the length of the line to be constructed. There is, however, a very favorable line, much more easy than was previously supposed, found by the survey of last year, which was carried on in the winter from Nipigon to Thunder Bay. With reference to the remarks of the hon. member for Lanark, I may say that it is not necessary to make any amendment, because I am having these reports of Mr. Austin and Mr. Cambie prepared as rapidly as possible, and, I hope, in a few days to be able to lay them on the Table of the House.

Mr. BLAKE. Perhaps the hon. gentleman will give us a brief account of the result of these surveys of which the hon. member for Lanark spoke.

Sir CHARLES TUPPER. I may say that exploratory surveys had been made generally in that country some time ago, but the whole distance had never been chained nor yet connected. There was general information which had extended over a number of years, but I thought it was desirable when we were taking this question up, to deal with it practically for the purpose of securing the construction of the whole line to be able to supply the missing link, as it were, by showing the incomplete connection between the various explorations, and Mr. Austin and Mr. Cambie were detained for that purpose. Mr. Brunel was charged with the examination of the line from the point where it was diverted, going north of Lake Superior, to come to the Sault Ste. Marie. He was charged to survey that line from the Sturgeon River and down to Spanish River, for the purpose of giving the fullest information as to the line to Sault Ste. Marie. Messrs. Austin and Cambie were directed to go on, and, as rapidly as possible, complete the connection with the main line from a point which had not been thoroughly examined. The result is we have now the whole distance chained from Nipissing to Thunder Bay, a distance by the chain of 650 miles. Perhaps in the construction it will be necessary to exceed that distance a few miles. The result of that examination is of a very satisfactory character. It has developed the fact, to which too much importance can hardly be attached, that instead of being a rough, sterile and uninhabitable country, there is for some 200 or 300 miles distance a very good, well timbered country, and that the line will not be very difficult of construction. It shows that a very considerable distance from Nipissing on the main line towards the head of Lake Superior is a very valuable section of country, and one which we may fairly anticipate will furnish a very considerable amount of traffic for that line in providing lumber and materials which will be required for the settlement of the North-West.

Mr. BLAKE. As to the general result of the exploration made?

Sir CHARLES TUPPER. Towards Spanish River, that I am not able to speak of, more particularly, but I believe the section of country is very favorable.

Motion agreed to.

#### LIFE SAVING STATIONS.

Mr. CHARLTON, in moving for papers and correspondence on the question of establishing life saving stations on the inland waters of the Dominion, said: I believe we have no life saving stations upon the inland