

city and town, and the only amendment which I suggest is, that when these magistrates are appointed cases may be heard before them, just as before the stipendiary magistrates in the city and town.

Motion agreed to, and Bill read the first time.

CORNWALL CANAL—DAM AT SHEIK'S ISLAND.

Mr. CHARLTON asked, Whether a contract has been awarded to Messrs. Davis Bros., or to Messrs. W. H. Davis & Sons, for constructing a dam at Sheik's Island in connection with the Cornwall Canal? If so, what is the amount of the contract,—when was it awarded; and was it awarded to the lowest bidder under public tender?

Mr. HAGGART. A contract for constructing the Sheik's Island dam has been made with William Davis & Sons. Before taking this action, the superintending engineer submitted an estimate of the cost of the work, which amounted to \$374,000 odd, and he explained that the most suitable material to be had within reasonable distance from the work could be procured from contract No. 4, and that the adoption of the Sheik's Island scheme would necessitate certain additions at No. 20 lock and weir on that contract, and in that manner the two works were somewhat interwoven. Messrs. Davis & Sons were asked if they were willing to undertake the work at the contract schedule prices for contract No. 4, the work at those prices amounting, according to the quantities computed by the superintending engineer, to \$374,000. The matter was referred to the chief engineer, who reported in favour of the acceptance of this offer, it being in his opinion in the public interests to do so, in which I concurred. The matter was reported to Council, and an Order in Council was passed authorizing a contract to be entered into with Messrs. William Davis & Sons, based on the prices in their contract No. 4. The contract is dated 19th June, 1893. It is a schedule price contract, but based on the quantities of work furnished by the superintending engineer: it amounts to \$374,485. The contract was awarded in May, 1893.

THE BOARD OF CUSTOMS.

Mr. CHARLTON asked, How many times has the Board of Customs been called together for the transaction of business since the late Minister of Customs became Minister of Trade and Commerce?

Mr. WALLACE. There has been no formal meeting of the board since then, the present Acting Commissioner having only been appointed chairman of the board on 20th of January, 1894; but the opinions of the members of the board have been continuously obtained.

Mr. DAVIES (P.E.I.)

CUSTOMS SEIZURES.

Mr. CHARLTON asked, Have the amounts paid to officers of the Customs, or officials connected in any capacity with the Customs Department, for seizures made during the past three years, been returned by such officers or officials to the Government in cases when the Government has subsequently refunded the fines imposed, to the parties from whom such fines were collected, in consequence of reversal of rulings or decisions, by virtue of which such fines were collected?

Mr. WALLACE. No distribution has been made, prior to refund, from the proceeds of seizures made or fines imposed.

LIGHTHOUSES IN THE PARISH OF STE. EMILIE.

Mr. GUAY (for Mr. Rinfret) asked, Whether it is the intention of the Government to provide and maintain lights for the lighthouses erected some years ago by the Government, in the parish of Ste. Emilie, in the county of Lotbinière?

Sir CHARLES HIBBERT TUPPER. In answering this question, I desire to do so more fully than to make a direct reply, as the circumstances relating to the lighthouses are rather peculiar. The circumstances are as follows: These are two buildings which were erected some years ago in connection with the scheme for lighting the 27-foot channel. They were not put in operation when completed, because the Montreal Harbour Commissioners found more trouble in completing the channel at Cap à la Roche than they had anticipated, and the branch pilots preferred using the Cap Charles range lights to which they were accustomed. In the meantime the two towers have been used as day beacons, and, I think, replace day beacons formerly maintained by the Harbour Commissioners. The Cap à la Roche channel has now been completed by the Public Works Department, and the lights are to be put in operation on the opening of navigation. The keepers of the two lighthouses were appointed in 1880, but the Order in Council provided that their salaries should not begin until the lighthouses were put in operation.

Mr. MILLS (Bothwell). Then these lighthouse-keepers have been fourteen years in office and have done nothing?

Sir CHARLES HIBBERT TUPPER. For those special reasons and under those circumstances.

I. C. R.—EMPLOYEES DISCHARGED.

Mr. DAVIES (P.E.I.) asked, How many employees of the Intercolonial Railway were discharged during the fiscal year ended July, 1893; and from which department of the railway, and in what numbers in each department? How many have been reappoint-