

is also stipulated that the lease may be renewed at the expiration of the said term of seven years, upon such conditions as may be agreed upon.

COURT-HOUSE AT WOLSELEY.

Mr. MARTIN asked :

When was the court-house at Wolseley completed? How much has it cost? How much has been paid to date since completion for caretaking and heating? How often has court been held in it? If no court has been held in it, why not? When will court be held in it?

Mr. OUMET. 1. Completed on 28th June, 1895. 2. Cost of building, \$8,349.77. 3. Caretaking, to 28th February, 1896, \$202.50; heating, \$195.95; total, \$398.45.

Mr. MARTIN. How much in 1895?

Mr. OUMET. Nothing. I have a note here which says: We are informed by the Department of Justice that after the official notification is given to the Lieutenant-Governor of the North-west Territories that a court house is ready for occupation, the subsequent action as to when a court is to be held, is not under the control of federal authority. Such notification was given to the judge by the Department of Justice on 25th November, 1895, and in turn given by the judge to the Lieutenant-Governor.

MANITOBA PENITENTIARY.

Mr. MARTIN asked :

1. How much land was bought in 1895 from Hugh Allan, J. O'Donoghue and William Fraser, respectively, for the Manitoba penitentiary? 2. What was the price per acre in each case? 3. What is the extent of said penitentiary lands now?

Mr. DICKEY. 1. One hundred and sixty acres from each. 2. The Allan property, including a quarry and a brick dwelling house, cost, \$2,000. The other quarter sections were purchased for \$10 and \$8 per acre, respectively. 3. Eight hundred acres.

POST OFFICE AT ROCKWAY VALLEY.

Mr. DEVLIN asked :

Whether the Government received a petition from Rockway Valley and vicinity, in the county of Ottawa, asking for improved mail service, and for the opening of a new office? If so, is it the intention of the Government to comply with the prayer of the petition?

Sir CHARLES TUPPER. In the absence of the Postmaster General, I beg to say to the hon. member that it is the intention to comply with the prayer of the petition.

SUGAR EX-SS. "SCYNTHANIA."

Mr. McMULLEN asked :

Was a cargo of sugar landed in Canada, ex-SS. "Scynthania," or any other vessel, at or

about the date of the imposition of the last increase of duty upon sugar, on which the duty has not been paid? What quantity was in the cargo or any other cargoes that arrived on or about the said date, and what amount of duty remains unpaid, if any, or is still in dispute? Who are the importers or importer? If any duty is still due, what steps have the Government taken to collect the sum or sums due?

Mr. WOOD. 1. A cargo of raw sugar was landed ex-SS. "Scynthania," about the date of the imposition of the duty on raw sugar last session. 2. The quantity in the cargo was 6,667,248 pounds, upon which duty, if exigible, would amount to \$33,336.24. 3. The importers were the Canada Sugar Refining Company. 4. The parties refused to pay duty inasmuch as they had tendered entry the day before the Budget speech, and asked that the department would facilitate the determination of the court of the liability of the sugar ton-duty, and the matter is now before the courts.

CEMENT FOR WELAND CANAL.

Mr. GIBSON asked :

1. What quantity of Thorold cement was used in building and enlarging the new Welland Canal?

2. What quantity of Thorold cement was used in building the new aqueduct on the Welland Canal at Welland, Ont.?

3. Is the Government aware that the following engineers, viz., the late John Page, W. G. Thompson and Thomas Munro expressed the following opinions regarding the quality of Thorold cement?

From the late John Page, Esq., when chief engineer for canals for the Dominion of Canada:—

7th June, 1884.

For the past forty years the natural hydraulic cement obtained at Thorold, province of Ontario, has been used to my knowledge on various extensive public works, and in every instance the result has proved highly satisfactory. When properly burned, ground fine and used fresh from the mill, it will compare favourably with any natural or artificial cement that I know of for building or other purposes in a moist position, or for walls that have been built a few weeks before water has been let in on them. It is well adapted for concrete foundations, walls, drains, cisterns, or indeed for any hydraulic works. When properly prepared and mixed with two parts of clean, sharp sand to one of cement, the result will invariably give good satisfaction.

From W. G. Thompson, Esq., engineer in charge New Welland Canal and Sault Ste. Marie Canal:

17th April, 1884.

My tests of Thorold hydraulic cement have extended over a period of twenty-eight years, and have been on a large scale, as exemplified in the locks, bridges, culverts and other masonry on the Welland Canal and Welland Railway, and the record, which has been invariably satisfactory, is to be found in examination of the structures. The necessary tearing down of masonry and concrete, during the Welland Canal enlargement has afforded abundant evidence of the reliability of the Thorold hydraulic cement, both in masonry and in concrete, and above and under water. I