

for freight rates for carrying stone from any point in Manitoba to Edmonton ?

2. Have any estimates been paid to the contractor for building the bridge at Edmonton ?

3. Has the cement bought by the contractor for the purpose of making concrete for the construction of Edmonton bridge been tested ?

The **MINISTER OF PUBLIC WORKS** (Mr. Tarte). 1. Yes, a quotation was obtained from the Canadian Pacific Railway Company for freight rates for carrying stone from Stoney Mountain, Stonewall and Selkirk, and the quotation given was 40 cents per 100 pounds for minimum weight of 30,000 pounds per car. 2. No. 3. Yes.

DUTY ON LAFRANCE FIRE ENGINE.

Mr. **MILLS** asked,

1. At what figures were the Lafrance steam fire engines purchased by the corporations of Ottawa and Montreal last autumn, and this spring respectively, entered at customs ?

2. Was there any difficulty or difference of opinion between the shippers and the Customs Department in connection with the value for duty at which either or both of these fire engines should be entered for duty ? If so, how was the difficulty adjusted ?

The **MINISTER OF CUSTOMS** (Mr. Paterson). The Lafrance fire engine for the corporation of Ottawa was entered for duty at a value of \$3,550, and the value was raised on appraisement to \$4,200, and duty paid accordingly. The Lafrance fire engine for the corporation of Montreal was entered provisionally at \$5,000, pending adjustment of valuation, which was finally fixed at \$4,500, and duty levied accordingly.

THE CASE OF JOHN. E. TANNER.

Mr. **RUSSELL** asked,

Whether the attention of the Government has been called to the case of John E. Tanner, a British subject, mate of the British schooner "Ida," of Halifax, Nova Scotia, who is stated to have been forcibly taken off his vessel by an armed boat's crew from the Spanish warship "Criolla," on the 5th May, 1897, at Fajardo, Porto Rico, on a charge of having injured a lighterman named Manuel Santana, and to have been there detained without any trial or examination until the 2nd July, when he was set at liberty, and if attention has been called to it, and the matter has been investigated and the facts are as stated : Whether any claim has been made on the Spanish Government for compensation for this wrongful treatment ; and whether Messrs. G. P. Mitchell & Sons, the owners of the schooner "Ida," have submitted a claim for expenses incurred in endeavouring to obtain the release of said John Tanner, also for detention of their vessel at Fajardo for seventeen days, and for damages for loss of market through detention of vessel ; and if so, whether a settlement of these claims is being pressed for by Her Majesty's Government ?

The **MINISTER OF FINANCE** (Mr. Fielding). The attention of the Government was called to the case of John E. Tanner, mate

Mr. **DAVIN**.

of the schooner "Ida," on the 26th May last, and a few days later cable communication was had with the Imperial Government on the subject. On the 14th June, various affidavits furnished by Messrs. G. P. Mitchell & Sons were forwarded to the Colonial Office, accompanied by an expression of the desire on the part of the Government of Canada that the matter might be fully inquired into and justice rendered to all parties concerned. In the month of August following, a statement of the claim of the owners of the schooner "Ida," arising out of the imprisonment of the mate, was forwarded to the Colonial Office. These documents were acknowledged and the Government informed that the Foreign Office had been requested to procure from Her Majesty's consul at Porto Rico a full report on the affidavits which this Government had sent home in June last. Her Majesty's Government, the despatch stated, would defer action in regard to these claims pending the receipt of that report. Nothing further has been heard on the subject, but I may say that the attention of Her Majesty's Government has again been called to the matter.

SILVER LEAD SMELTING.

Mr. **EARLE** asked,

1. Have the provisions of the Act intituled : "An Act to encourage Silver Lead Smelting, 1895," been made effective by regulations ?

2. If so, when did the regulations go into effect, and what amounts have been paid out under them ?

3. If not, is it the intention of the Government to make such regulations as will make the Act effective ?

The **MINISTER OF TRADE AND COMMERCE** (Sir Richard Cartwright). 1. Regulations were passed, under date of the 12th of July, 1897, to make effective the provisions of the Act to encourage silver lead smelting. 2. The regulations went into effect from the date of the Order in Council (12th July, 1897), but as yet no amounts have been paid under the provisions thereof, for the reason that the department has not received from all the smelters the compliance with the regulations, or details of the work done. 3. It is not the present intention of the Government to change the regulations, as it is not apparent that any change under the terms of the Act would be more effective.

PROCEEDINGS OF THE HOUSE—GOVERNMENT BUSINESS.

On the Order for Government Notices of Motion,

That for the remainder of the session the House shall hold two sittings on each day, one from 11 a.m. until 1 p.m., and the second from 3 p.m. until the hour of adjournment, and at each such sitting Government Orders shall have precedence.—(Sir Richard Cartwright.)