

Q. How much would you say that he was too low?—A. Quite a bit too low.

Q. How much?—A. I could not answer you without I knew the conditions. The only answer that I can give you is that maybe Mr. Burke was on the way to pick up the buoys for the Government, and there is one buoy out there at the Western Islands, that is Hope Island light, that is off the Western Islands shoal. Mr. Burke may have been out lifting the buoys and saw a nice chance to slip over and pick up the light-house keeper and then put in a bill for that extra few hours he was engaged on that job. That is the only way he could do it for \$25, because no man can go out from Midland and pick up the lightkeeper from the Western Islands and bring him in even in a row boat or any other kind of boat for that sum.

Q. Would he do it for less than \$40?—A. I do not think he would do it for that.

Q. How much would he do it for?—A. You might get some fellow to do it as low as \$5 an hour, but I do not think so.

Q. And if he had fair conditions he would do it in a few hours?—A. Yes, that is one of the chances you would run.

Q. What tug does this man Burke pick up the buoys with, the *Minnetaga*?—A. Well, up till the time we sold her he did.

Q. When did you sell her?—A. I think about four years ago.

Q. Did you have the tug *Minnetaga* in 1907?—A. Now, I would not say for sure.

Q. Did you have her in 1906?—A. I think so, we sold her and since then he takes up the buoys with the *Traveller* or the *Magnolia*.

Q. Tugs belonging to the Midland Towing and Wrecking Company?—A. Yes.

Q. Has he stock in them?—A. Yes.

Q. Now, is he the real contractor or is the contract only just in his name?—A. Well, he is the contractor for picking up the buoys, that is in his name.

Q. Is he the real contractor?—A. Oh, no, the company gets the money; he hands the money over to the company.

Q. And that has been true of these contracts all along, hasn't it?—A. Yes, sir.

Q. Have you many contracts that way held in the name of others?—A. Oh, no, he kept that contract. He has had it for so many years, the government just went on renewing it with him.

Q. When did it first become the actual property of the Midland Towing and Wrecking Company?—A. Well, when Captain Burke joined us.

Q. When was that?—A. I do not know what year, it must have been five or six or seven years ago.

Q. It was before 1905 then?—A. I would think so, about 1904 or 1905.

Q. It would be before 1905?—A. I would think so, yes.

Q. And though he held the contract in his own name yet it was really the property of the Midland Towing and Wrecking Company?—A. Well, yes, because he worked for us by the year.

Q. Exactly, he was your servant. Now when you saw Mr. Fraser in 1907 do you remember what you told him with regard to these buoy contracts?—A. No, I do not know that I said anything to him at all about them.

Q. Do you know that you said anything at all to him?—A. No, I do not remember so far back as that.

Q. You do not know whether you said you could do it cheaper than anybody else on account of having the buoy contracts?—A. No, I do not think so; I might have, but I do not remember that at all.

Q. You do not remember that you said anything about that to him at all?—A. No.

Q. You do not know whether that entered into consideration ~~arriving at~~ a decision as to the value of the work of keeping the harbour open, that you had the buoy contract?—A. I could not say, sir.

Q. Would it make it cheaper?—A. I could not answer that.

Q. Would it have that effect, make it cheaper?—A. No.