

the minister is not able to corroborate that statement, I am able to corroborate and confirm the statement I then made, from a return furnished to me by an officer of the minister's own department. Although the minister started with the statement that he was not able to corroborate the statement I made, he ended by practically confirming the statement, inasmuch as he admitted that the wharf had not been conveyed to the Crown. The statement to which I took exception in the 'Globe' was the statement that this wharf, to which the government is building an extension, had passed from the hands of the company into the hands of the Crown. I said the other day that the statement is untrue. I reaffirm it to-day. And the minister—

Some hon. MEMBERS. Hear, hear

Mr. CROCKET. It is all very well for the Minister of Public Works to talk about this being in the public interest. That is an expression we very frequently hear from the Minister of Public Works. I suppose the many expenditures that have taken place in St. John, and important places in New Brunswick, have been, of course, primarily in the public interest, according to the Minister of Public Works.

Mr. PUGSLEY. All in the public interest.

Mr. CROCKET. But there are very many works in the province of New Brunswick for which the Committee of Supply of this House has voted thousands and thousands of dollars which are not primarily in the public interest, and which have manifestly been for the improvement of private property. The minister says that the wharf which is being constructed is the property of the Crown. The wharf which is being constructed by the vote which passed the Committee of Supply is for an extension of the private property of the Albert Manufacturing Company, of which Mr. Osman is the managing director; and the agreement that has been referred to, which the minister states is practically a conveyance of the property to the Crown, is nothing more or less than a colourable arrangement providing, as I stated the other day, that Mr. Osman, or the Albert Manufacturing Company, would very graciously allow His Majesty to charge wharfage upon all vessels other than their own, or vessels chartered by the company, that might use the wharf. The fact is, and the minister knows it to be true, that there is no other shipping at that wharf except the shipping of the Albert Manufacturing Company, and will not be for some years to come. I have the documents here, and I challenge the Minister of Public Works to contradict a single statement I have made to this House with reference to this subject.

The very second document on the return which was furnished to me by an officer of the Department of Public Works states that the wharf is intended for the shipment of gypsum, which is the product of the Albert Manufacturing Company, the only gypsum that can be shipped from that wharf. There is the statement from a return brought down by the officers of his own department. Furthermore, it is not only to the fact that this wharf had not been conveyed to the Crown that I took exception in this case, it is to the fact that the expenditure which has been made and which has been entered in the Auditor General's Report for one year's work on this wharf, was made by Mr. Osman, under his own management and direction, without any supervision or direction from the Department of Public Works, and that the bills which Mr. Osman contracted were simply forwarded to the Department of Public Works, and the whole of that expenditure, amounting to over \$2,000, was paid and entered in the report of the Auditor General as if the expenditure had been made by the Department of Public Works under its supervision. That fact is abundantly proved by the return which I have.

In order that the House may understand the matter fully, and may understand particularly that the statement I made the other day was absolutely true, I have here a letter signed by Mr. J. C. Osman, and dated at St. John, New Brunswick, September 7, 1907, from which it appears that although an officer of the department suggested that this wharf should first be transferred to the Crown before any public money was expended on it, Mr. Osman declined to do that, and he suggested this beautiful colourable arrangement which the Minister of Public Works has represented as complying with the requirements of the case. The letter is as follows:

I am in receipt of a letter from your secretary in reference to the extension to the Pink Rock wharf, Westmorland county.

In regard to the suggestion that our company should convey the wharf which we have already built to a length of about 250 feet to the Crown, I do not see how we could properly be asked to do this, and I do not think that it was the intention of parliament that we should do so. The appropriation, as you know, is for the extension of the wharf. We would, however, be willing to give to the Crown, for the use of the public, a free right of way over our property from the highway to the wharf, and will make a good road and keep it in repair, and we will also undertake to give to the Crown, for the use of the public, a right of way over our wharf to the proposed extension, and will undertake to keep our wharf in repair, and for vessels other than ours or those chartered by us coming to the wharf—

And, as I have stated, no other vessels than those of the company, or those char-