

not only to fully bear it out, but to prove much more than I suggested. And this is the kind of thing that is going on all over this country. The other night I referred to dredging done at Dalhousie, New Brunswick, to the extent of thousands of dollars for the improvement of the shipping facilities of the Dalhousie Lumber Company, of which the minister himself is a stockholder. I have returns from the minister's own department which show that conclusively, and in such manner that the minister himself cannot controvert the statement that thousands of dollars have been expended from the public treasury to dredge the wharf of the Dalhousie Lumber Company. The dredge was kept there in the summer of 1908, and again last year dredging along the front of that property at the public expense.

I desire to refer to the return which I obtained in connection with this matter of the improvements at Pink Rock, so that the committee may see that the statement that this so-called public work was not in reality a public work, but was for the improvement of private property and paid for out of the public treasury was strictly correct. I find, by the correspondence brought down, that on July 6, 1907, a letter was written by Mr. Geoffrey Stead, the resident engineer of the department, to the chief engineer, in which he states:

I have your letter of the 13th June instructing me to prepare a contract plan for the extension of the wharf at Pink Rock, Westmoreland county, New Brunswick, at a total cost of \$16,700.

The wharf is intended for the shipment of gypsum, and the length of the proposed extension is 275 feet.

I have just been in communication with Mr. C. J. Osman, M.P.P., owner or manager of the gypsum quarries at Pink Rock, who states that the 275-foot extension would be unnecessarily long and that 100 feet would be sufficient.

The 100-foot extension would require 69,000 cubic feet of cribwork, and at 7 cents per foot would cost \$4,830.

Would you kindly authorize the construction of the shorter work instead of that originally proposed.

The extension could then be built by day's labour during the present season, which would avoid delay and enable the appropriation for the present fiscal year—\$5,000—to be used.

Now, though the original estimate was for an extension of 275 feet, that was changed at Mr. Osman's request, he having stated that an extension of 100 feet would be sufficient. This enabled the appropriation for that year to be expended, and it was expended by day labour—day labour done under Mr. Osman's own direction. And, notwithstanding that Mr. Osman there stated that 100 feet would be sufficient, and that the original estimate was too much, the minister has now communicated to the

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House the fact that Mr. Osman is getting just exactly what was originally proposed. And it would seem that the change was made simply to enable this work to be carried along by the day labour system, with a foreman appointed by Mr. Osman and the expenditure made by him.

Mr. MEIGHEN. How long has the work been going on?

Mr. CROCKET. Three or four years. Here is another communication which will bear out the statement that this work was for Osman's benefit. It is from the hon. member for Westmoreland (Mr. Emmerston) to 'My Dear Pugsley,' under date 4th April, 1908, and reading as follows:

You will remember that Mr. Osman has urged the construction or extension of a breakwater at Pink Rock, in Westmoreland county. If the work goes on, I would like Gideon S. McFadden of Johnston's Mills post office, Westmoreland county, appointed to the position of inspector.

Will you please give instructions so that this may not be overlooked when the time comes.

Then, there is a memorandum from the minister to the deputy minister dated April 7, as follows:

Kindly let me know if the work of constructing breakwater at Pink Rock, Westmoreland county, New Brunswick, is yet under way.

Then, on 21st April, 1908, there is another letter from Mr. Geoffrey Stead, resident engineer, to Mr. Lafleur, which is in part as follows:

I have received your letter of the 14th April, asking a report as to how the work at Pink Rock, New Brunswick, stands at present.

I inclose a photograph which shows the whole wharf—the inner part 250 feet long, built by Mr. Osman, manager of the Albert Manufacturing Company and the New Brunswick Gypsum Company, and the outer section 75 feet long which is not yet complete.

The cost of the 75-foot section has been assumed by the department, as I have your authority to certify and forward the bills, but though I have asked for them several times I have not yet received them. The foreman has been away and I have just heard that the accounts will be sent to me in two days.

The cost of completing this section—

He then details an estimate amounting to \$1,850. So, this work was in progress and paid for out of the public treasury without the resident engineer of the department having any knowledge whatever of the accounts, the whole matter placed in the hands of Mr. C. J. Osman, who made—

Mr. PUGSLEY. Not at all, but of Mr. G. S. McFadden.

Mr. CROCKET. If the minister will only be patient for a few minutes, I think I can show him that he is a little previous in