

in the city of Saskatoon, and I have defined his position in the rural community by giving the votes cast. I leave it to hon. members to conclude the worth of the hon. member opposite who has been attempting to show that he is a wonderful man from the west. I will leave to the judgment of my hon. friends the position held by the hon. member for Saskatoon.

May I go a little farther. In his speech he said that no company but a certain firm in Prince Albert could get a tie contract, and that that was the only company which had a chance on any permits or any Canadian National railways contracts. I claim Mr. Speaker, that that statement is absolutely false, and I have gathered evidence from the riding to prove that there is not a word of truth in it. For instance, when I became member in 1925 many people in the riding said, "We would like to get contracts for making ties; we can get the wood, we can secure the timber, we can arrange for fire-killed areas, and we think we should have as good an opportunity to make ties in the winter time and make some extra money as any others in the riding, or outside of the riding, so far as that is concerned." I said, "I am with you. As far as I am concerned I think every man in my riding should have a chance to make some of these ties, if he can produce the goods at a competitive rate, and in a manner to satisfy the Canadian National Railways." As a result I wrote the authorities and said, "When your next timber berth is up for sale, when you have more timber limits to put up at auction, I want the notices to be published in every part of the riding of North Battleford." Up to that time the notices had been limited to the larger cities in Saskatoon, North Battleford and Prince Albert. I said, "I want them in every post office in my riding, so that all people may have a square deal, so far as getting a chance at timber limits and making ties are concerned." So that was done, and the result was that men with smaller credit and smaller means came forward and tried to get some of these contracts. One man actually got a contract for 40,000 or 50,000 ties, I am not sure which. He went to Montreal. To prove there is no truth whatsoever in the statement that the Canadian National Railways wanted to give the contracts to one firm and one firm only, Mr. Ferrie went to Montreal in a businesslike way and talked the matter over with officials of the Canadian National Railways. They said, "Why, by all means; if you can make the ties we want, if you can produce them at a competitive rate

and if you can deliver the goods we are quite willing to give you a contract." And they gave him a contract.

Now, he had a contract, but he did not have any timber limits from which to make the contract good. So the next timber berth sale was advertised throughout the whole of the North Battleford riding in accordance with my departmental suggestion. An auction sale was held for the first time in North Battleford, and it was held as a result of my request for it. At the auction sale Mr. Ferrie bid. What was the result? He got lost in the bidding, that is all. They bid the timber limits away beyond what he could pay, and the result was that he did not get them. He could not fill the contract, and not only Mr. Ferrie but all other small contractors felt the effects. They had not the money or the bank credit. They may have had experience and ability, but without money and credit they were not able to do anything. I must say the work was let, as usual, to the company with the equipment, the experience, the first class reputation, the credit and the money. That is the situation exactly. Any man who makes a different statement is not telling the truth. Statements which have been made have been made in ignorance of timber limits and operations. As I said, I am having irrefutable evidence brought forward to prove my contention, and at a later time I hope to put it on record.

May I say a word or two respecting Charles F. Marshall. Well do I know Charles F. Marshall. Here was a man who held a position under the crown as postmaster at Spruce Lake. From the return I have before me I understand he got the position in 1923. I was not at that time a member, and was not responsible for making him postmaster; I am glad I was not. On June 6, 1927, he resigned. What did he do? He decided to move from Spruce Lake back to the land of the stars and stripes, from whence he came. What did he do to get back? He had not much money or much credit. He secured the services of an assistant for the period of a month, and at the end of that time he sold the post office building, the lot and the post office to the assistant, I understand, away beyond their proper values and then skedaddled to the United States. That is the man whom I often befriended and who later came back and became one of the Tory ward politicians in North Battleford federal riding. His affidavit does not mean anything; if he took a hundred of them, people would not believe him. That is the