

quarried in that section of the Dominion. Those used around Hamilton, Oshawa and other places in Ontario in the early days came very largely from that section. It was upon the strength of this petition that the work of exploiting this gypsum industry was commenced. It is now an established industry, affording employment to a number of men in a community where previously there was little employment. If this wharf and this harbour were not used by any other firm than the Albert Manufacturing Company, the facts would justify the government in constructing that wharf and creating that harbour in order that there might be established an industry of the size and character of the one which I have attempted to describe. Surely it is important, in the interests of that community, in the interests of the province of New Brunswick, and in the interests of the Dominion, that our gypsum trade shall grow and develop, that our export of gypsum alone should be expanded if it is possible to expand it. To show the extent of this business and of the export traffic connected with the plaster quarries of the Albert Manufacturing Company, I will read an extract from a paper which my hon. friend from Carleton (Mr. Carvell) hands to me, that seems to be apropos, that almost dropped from the clouds at this moment in order to demonstrate the importance of this industry:

Another section of New Brunswick enjoying development is Hillsboro, in Albert county, where gypsum is quarried. Last year was a most prosperous one for this industry, over 85,000 tons of crude gypsum being taken from the quarry and shipped to American ports, whilst 125,000 barrels of plaster were sent broadcast over the Dominion. Hillsboro is growing, and new public buildings of stone, besides residential and commercial structures are in process of erection or in prospect.

What has been realized in Hillsboro in connection with the plaster industry can reasonably be hoped for in the Pink Rock section, and the people were justified in having hopes and aspiration in the same direction, in order to develop this industry, in order that this gypsum quarry might be worked, it was necessary that this wharf should be enlarged and this breakwater constructed. If that were done alone for this industry, it could be justified. My hon. friend has sought to create prejudice against Mr. Osman. Well, take Mr. Osman's letters and there is not a sentence or an expression in them which does not indicate that he was simply anxious to serve the public interest by the development of this industry, and no one who knows Mr. Osman—and I appeal from one end of New Brunswick to the other—will speak of him as other than a most upright, good citizen and very able man. I am sure that my hon. friend the

Mr. EMMERSON.

Minister of Public Works (Mr. Pugsley) is to be congratulated on being able to call Mr. Osman his friend. In this matter, with which I have been connected from the beginning, Mr. Osman had to be urged, in the first instance, to develop this industry at Pink Rock. Naturally, he was interested in the development of the quarries at Hillsboro. That business has been growing for years, and its character has changed. A few years ago small schooners came there and carried away their plaster. Now, large steamers are brought there and the wharfs at Hillsboro had to be reconstructed and changed in order to afford accommodation for these steamers. It must be borne in mind that the waters of the Shepody bay are not always to be seen in the river. They have a habit of slipping away and leaving the vessels high and dry on the mud banks, and it is very difficult to induce steamship owners to have their vessels lie aground. The change in the class of vessels which carry away this gypsum made it necessary to change the character of the wharf. Had there been no change in the character of the vessels, the wharf as completed in 1908 would have been amply sufficient, but since that time larger steamers have been found necessary, and it has become imperative to enlarge the wharf and give greater protection. As a matter of fact they could not induce steamers to go in there last year. The urgency of the case was such that Mr. Osman asked me to endeavour to induce the department to commence this work there and then by day labour in order that he might secure all the development of that industry at that particular place. Every letter from Mr. Osman shows him to be a man who is not working simply from selfish motives. Though the manager of the company, and naturally concerned in advancing the interests of the company, he could at the same time ask for these privileges without in any way interfering with the public interest. My hon. friend has spoken much of the charge for towing from Sodom creek to Pink Rock. If he knew the conditions as I do, he would say that the charge is only reasonable. Remember that Sodom creek lies away over what was known as Shepody flats, and you can only reach that creek at high water of the highest tide, and then, after you secure your load, you are kept there a tide, for you must have the top of deep high water in order to have egress from the creek. The mere matter of distance is nothing compared with the conditions, and it is these which make the charge very reasonable. My hon. friend read letters from me. I recommended a very excellent man, Mr. McFadden. He was a very good friend of mine, and I would not recommend any other. He was an excellent man, not only familiar with the construction of the wharfs and breakwaters, but also a good carpenter,