

kind of thing. There are hundreds of places in Canada urgently requiring money for legitimate public works. I have them in my own constituency. I referred to the case of a station required in Fredericton. The Minister of Finance admitted the absolute necessity for it, the Minister of Railways admitted its necessity, but last year we were told there was no money for it. Yet here are \$15,000 or \$20,000 going into the pocket of the Albert Manufacturing Company to improve their property, and \$25,000 or \$30,000 going into the pockets of the Loggies' to improve the property of the Dalhousie Lumber Company in which the Minister of Public Works is a shareholder. I do not object for a moment to legitimate expenditures. I believe wherever there are cases in which expenditure is required, parliament should make liberal appropriations, but I do object to expenditures of this kind being made simply for the benefit of friends of the ministry and to improve private property at the expense of the taxpayers of the Dominion. The minister has referred to Mr. Osman's statement that his accounts were actual cost. I notice in the Auditor General's Report of last year a bill of the Albert Manufacturing Company to the Department of Public Works for work and supplies furnished for this work which was for the benefit of this company and among the items are: June 21, to towing thirteen small rafts of timber from Sodom Creek to Pink Rock at \$12, \$156; lumber at \$9 to \$16, \$563; 3,866 iron bolts at four cents, \$154.66; in all \$873.74. The Albert Company there charged for towing \$563 worth of lumber a distance of three miles, \$156. I suppose that would be actual cost according to Mr. Osman's statement. The fact need only be stated to show that this is a most outrageous charge for the Public Works Department to pay—and that was certified by Mr. Geoffrey Stead, as so many other things have been certified from the province of New Brunswick. It is only one of many instances, but a very instructive one for the people of New Brunswick who are familiar with the locality and will be very much surprised to learn the full facts of the case.

Mr. EMMERSON. I am very sorry to have to puncture the very nice little bubble my hon. friend has created in respect to this matter. Did the facts in the case justify it there would have been some excuse for the language which he used, but I think my hon. friend has jumped at a conclusion. The facts are these, that the Albert Manufacturing Company, a company composed of American gentlemen very largely, if not wholly, have been operating gypsum quarries in the county of Albert for a great many years, I think somewhere about half a century. Within recent years Mr. Osman has been their manager and they have very successfully operated these

plaster or gypsum mines in that county. Some few years ago over in the county of Westmorland, which I have the honour to represent, there was discovered at Hard Ledge, near what is known as Pink Rock, a show of gypsum, and the people in that community were naturally very much excited and very hopeful as to results. The Albert Manufacturing Company went over and prospected the ground and took leases I think of the quarries. At that time the vessels which were in use in conveying this plaster from the quarries or wharfs at Hillsboro, at the head of the Bay of Fundy to Newark and other ports in the United States, were very small and no steamers were used to freight this plaster.

When the quarry was first opened it was only a prospecting operation, and the Albert Manufacturing Company, not Mr. Osman, expended a large sum of money in endeavouring to discover the extent of the gypsum deposit. Satisfied with the results, they built a small wharf for small vessels and scows, so that they might ship this material from the Pink Rock quarry to their wharfs at Hillsborough in order that it might be marketed in the United States. They made some shipments in this way, but the people in Hard Ledge, where this Pink Rock quarry is situated, were not satisfied with this, as they were hopeful of the development of the gypsum quarrying interest at Pink Rock. It had been demonstrated that the quarry was rich in this product, and the first essential after that was to have transportation facilities; and to that end the people of that community circulated a petition, which I fancy is among these papers, asking the government of Canada to construct a wharf at that point. That petition was circulated to show that there was nothing political in this matter, that it was simply a business proposition and something in the interests of the people; and I want to tell my hon. friend from York that Mr. C. Lionel Hanington, whom he knows as being identified with the Conservative party, with others circulated this petition, which was sent to me as member for the county of Westmorland, with the request that I would use whatever influence I could to induce the Department of Public Works to come to some arrangement whereby the wharf could be built. Now, although that work has gone on and has reached a certain stage of completion, I want to say that it is not solely in the interest of the Albert Manufacturing Company. During the past season, incomplete as it is, it has afforded protection for many fishing boats, vessels and scows. In that immediate vicinity there are also grindstone quarries which are only awaiting development and transportation facilities. The first grindstones ever quarried in Canada were