

Q. You do not remember anything?—A. No.

Q. Was your tender accepted at once?—A. I think so. I think the department wired me to say they would accept my offer and to start to work right away.

Q. When did they wire you that?—A. Well, I don't know. In November some time, towards the end of November.

Q. Was that not after Mr. Grant had written them a second time?—A. I would not be sure, Mr. Fowler.

Q. Would he do that without your instructions?—A. He might try to hurry them up, they might be a little slow you know.

Q. And they wired to you, you say, accepting your offer? There was no competition with regard to this that you know of?—A. I don't think there was any. I don't think there was anybody up there had any tug to do the work.

Q. I understood you to say that you kept four tugs in commission?—A. I said we kept four right up to the date.

Q. What do you mean by that?—A. To the close of navigation.

Q. You kept these tugs in commission, with the captain, the engineer and the cook?—A. And the fireman and the wheelsman.

Q. On the tugs. Was the *Minnedora* one?—A. The *Minnedora* was kept in commission the last, and then the *Traveller* and the *Magnolia*.

Q. And the *Beaumont*?—A. And the *Beaumont*.

Q. All ready to do this work, you say?—A. Oh, no, I will not say that, but suppose—you have got to keep those big tugs in commission in case there is any wreck outside.

Q. That is your business, is it, you are a wrecking and towing company?—A. Yes, sir.

Q. And you keep tugs for the purposes of a wrecking company?—A. Big tugs, yes.

Q. The big tugs are not your ice breakers?—A. No.

Q. You use the little tugs?—A. I use the steel one for breaking ice.

Q. Which one is that?—A. The *Beaumont*.

Q. Is she a small tug?—A. She is not very large.

Q. She is not one of the big tugs?—A. Oh, no, she is seventy odd feet.

Q. What is it worth to keep her in commission?—A. It is pretty hard to tell.

Q. What does it cost you, how many men do you keep on her?—A. On her we would keep ten men.

Q. You would keep about ten men. And had you ten men on the *Beaumont*, the ice-breaker?—A. Well, there would be that number on some times and other times not as many.

Q. I am talking about these sixteen days?—A. I don't think they would average ten all the time.

Q. There was not any time when there were ten of a crew except when you were ice breaking?—A. I think there would be ten on.

Q. You had no difficulty in picking up a crew so long as you had the captain, the engineer and the fireman?—A. Oh, no. You can pick an odd fellow up every day at that time of the year.

Q. Then all the tugs you require to keep in commission for the purposes of ice-breaking was the *Beaumont*?—A. That would be the only one, and then keep another one for an emergency if anything happened to the *Beaumont*.

Q. You had these other tugs for wrecking and towing purposes?—A. We always keep them in commission until the last boats are in.

Q. You always keep your tugs in commission until the last boats are in, is that right?—A. Yes.

Q. And you did not keep any additional tugs in commission on account of this extra work?—A. We would keep another tug in commission in case anything happened to the *Beaumont* because we had the contract for breaking ice.