

Now there is the story. That shows what success the hon. gentleman met with notwithstanding that he and his organization did their very best to break up the vote in favour of the Tory party. But the people there were not the fools they were in Saskatoon; they saw what the hon. gentleman was trying to do and they voted accordingly.

The man who made these inspections in the North Battleford federal riding was a Mr. McKenzie. Mr. McKenzie was a follower of the party of my hon. friend—a Conservative. But I'm told he is not any more. He has had his fill. He has made all the timber inspections since 1923 in the North Battleford federal riding and my hon. friend is being placed before the house and the country in this position: he is stating that one of his own timber inspectors does not know how to inspect timber; that he inspected it falsely and did this in order to see that one firm got the business and that the Canadian National Railways and the Department of the Interior were not playing absolutely fair with the farmers in the riding who could handle this work. That is what it means. Personally I am loath to accept one of these wild statements.

Before I close I desire to put on Hansard a letter received from Hett & Sibbald, Limited. It reads:

142 Bloor Street West,
Toronto, March 5, 1932.

The Right Hon. W. L. Mackenzie King, C.M.G.,
Leader of the Opposition,
Ottawa.

Dear Sir:

The writer's attention has been drawn to certain statements made by Mr. MacMillan, M.P. for Saskatoon, in the House of Commons on the 1st of March this year.

It would appear that Mr. MacMillan aimed to cast a slur upon the name of the firm of Hett & Sibbald, Limited, and as his inferences differ so much from the actual truth, we wish to put before you, sir, as member for Prince Albert, some facts bearing on Mr. MacMillan's criticisms.

Referring, I presume, to our firm, as our name is definitely mentioned in certain letters he read, Mr. MacMillan says: ". . . and it is a strange thing that no one but this particular firm could obtain a permit to cut timber in northern Saskatchewan;" he follows with: "it is also a strange thing that apparently no one but this particular firm could obtain a contract from the Canadian National Railways for the supplying of railway ties."

Fire-killed timber berths, Mr. MacMillan stresses on, are put up at public auction after being advertised, and the person bidding the highest cash bonus is awarded the permit, he may then manufacture what the timber is suited for at a fixed rate of dues, and let me state here that we do not hold and never have held a fire-killed timber berth that we have not purchased in the proper way at a public auction sale. Anybody could bid these in, and I will

[Mr. McIntosh.]

give you a list of a few that our firm did not get—by looking up our records we could give you many more, but these will probably suffice for the present—these are the registration numbers, and anybody who cares to take the trouble can get full details of same: 3870, 3917, 4221, 4487, 4802, 4811, 4462, 4629, 4665, 4481.

We have supplied ties for steam railways, street railways, factories, etc., and we are not ashamed to admit it because it is through building up a business within the last twelve years on strict and sound business principles that we believe has won for us the confidence of those who require ties. We wish to appear anything but boastful in this connection, but wish to be quite frank and think you will appreciate this.

It is most important to make sure a company or individual will get exactly the ties they require, and by the date they require them,—otherwise you fail.

You know parties who have had contracts in Saskatchewan from the railway company; some of them through inexperience or lack of finances have fallen down completely. In connection with three of these cases the parties never delivered one tie, two of them came to us; we were able to finance them, watch their operations, and they had work for the winter.

Regarding fire-killed timber: These are designated according to section 47 of the timber regulations by timber inspectors who must be real timber men as they have to judge whether or not trees are going to die as a result of being fire swept. We know cases in both Saskatchewan and British Columbia where we have operated where the timber appeared from the outside to be perfectly sound, but on cutting or boring trees was found to be worthless, and had to be abandoned. It had been left too long after a ground fire.

Mr. MacMillan read several letters or documents.

The writer knows only one of the parties who wrote a letter. This is J. H. Marshall of St. Walburg, Saskatchewan. This man was a painter and is now a store keeper, but it is the first time we had any idea he was a timber expert, that he can say how long it will probably take a tree to die after being fire swept. Another letter was read from one William Mattila. This man says we told him we had a permit on certain timber, and that he was to cut it, and then he found we hadn't such permit. The fact is unless a clearance is got from the department saying government dues have been paid in full, the purchaser of the ties will not pay for them—and no clearance could be got in the above case. This is a rigid rule and always has to be carried out, so you can readily see how absurd Mattila's statement is.

The writer is sorry he has not his office data with him, otherwise could go more fully into the subject, but as far as this letter goes, any facts stated are absolutely true.

We hope the substance matter of this letter will be put before Mr. MacMillan, as it is not fair that the impressions he has tried to establish in connection with our firm should stand.

Yours very truly,

Hett & Sibbald, Ltd.,

S. Hett, President.

I do not think it is necessary for me to say anything more except to remind the hon. member for Saskatoon that we have some