

cent profit. Instead of inventing a pavement, they merely invented a phraseology, using such long phrases as :

Warren's No. 1 Bituminous Semi-Liquid Composition, Puritan Brand.

Warren's Quick Drying Bituminous Flush Coat Composition.

Warren's No. 24 Puritan Brand Hard Macadam Bituminous Cement, and the like, are merely rhetorical disguises for coal-tar, thick or thin as required.

In a suit against the Warren Company by a ratepayer, Fred. J. Warren's testimony under oath in the case was as follows :

The Court—The question was whether you manufactured the coal-tar products, or manufactured your brands from the coal-tar products. That is the way I understood the question, and I do not understand your answer.

Mr. Warren : I didn't understand the question. We manufacture products from coal-tar. We do not make coal-tar. We buy the coal-tar on the market.

Q.—And manufacture your brands from coal-tar ?

A.—Yes, Sir.

Q.—Do you get coal-tar from them (Barrett Brothers) ?

A.—Oh, yes, they furnish us more coal-tar than any other people in the United States.

Q.—Are the Puritan brands all made of coal-tar ?

A.—Yes, Sir ; it is a registered trade-mark.

Q.—What proportion of coal-tar must there be in one of your Puritan brands for it to be Puritan ?

A.—What number ?

Q.—Well, take the three numbers. Say we take first No. 1.

A.—It is all coal-tar material.

Q.—Nothing else ever is in it ?

A.—No, Sir.

Q.—How is the No. 19 ?

A.—All coal-tar material ?

Q.—No asphaltum in it ?

A.—No, Sir.

Q.—And no other material in it ?

A.—No, Sir.

Q.—How is it with No. 24 ?

A.—All coal-tar material.

Q.—No other material in it ?

A.—No, Sir.

These are the statements concerning the preparation of this Warren patent process coal-tar business which has been laid in front of these buildings. I have a further statement concerning this Wellington street pavement from the bridge to Bank street, which is either under contract or about to be placed under contract, because the advertisement calling for tenders says they must be in by the 29th April last. The contracts therefore may have been let, and the specifications called for either a Warren pavement or an asphalt pavement of Trinidad asphalt. I hope that the inquiries I made in the Public Works Department about the time these contracts were being closed caused the department to hesitate and ponder in their career of giving the contract to this foreign company, whose agency is in Toronto, led by my genial and capable friend Mr. T. C. Robinette. Here is a statement concerning it furnished me in con-

Mr. SAM. HUGHES.

nection with the Wellington street pavement :

Last autumn the Department of Public Works called for tenders for a bitulithic macadam pavement from Bank street to the post office—

The upper story of the post office, I may say, is likely to cost nearly as much as the whole Langevin block. The Lindsay building across the bridge is not in it. That has been constructed for less than the cost of the one story we are placing on the post office; and that one story is likely to cost almost as much as the whole Langevin block about which our friends made such a disturbance some years ago.

—but somehow they omitted to specify the Warren Company's patented monopoly for coal-tar, thus enabling their competitors to tender. The contract was never let, for when the tenders were opened, the Warren Company's tender was found to be about 75 per cent higher than the lowest, so it was quite out of the question to give the contract to Mr. Robinette of Toronto who is largely interested in the Canadian branch of the American firm of the Warren Brothers of Boston. Now tenders were called for as per attached advertisement, and on April 29th (Saturday last) tenders were again received by the Department of Public Works, but this time they called for prices for Robinette's Patent Warren pavement (similar to that laid last autumn opposite the Houses of parliament), also for prices on Trinidad asphalt pavement. On the former only the Warren Company could bid, but on the asphalt pavement it was quite the reverse, being open to wide competition. The question is, will the government perpetrate on the city of Ottawa the injustice of laying a dusty, gritty, and unsatisfactory pavement on Wellington street, and for which the country will have to pay almost as much as they would for a first-class asphalt pavement ?

I have inquired at the Public Works Department but can find no record that this work in front of the building was let after public tenders had been called for. There may have been, of course, a formal tender just as there was in the case of the wire fence. Possibly the firm was communicated with and told to put in a tender for this pavement. However, I do not know what the previous negotiations were, but at all events the pavement was laid ; and I have it on good authority that it could have been put down for \$1.30 per square yard. It is an ordinary road with a little coating of tar, with broken stone thrown in, and coal tar and asphalt put on top. A bitulithic pavement, as far as the cost of preparation is concerned, does not cost nearly so much as an ordinary asphalt pavement : Concrete pavement of six inches depth of solid material besides the sand and gravel beneath, is a much more expensive preparation and, as those of us who have to do with asphalt pavement know, it can be laid for \$2.25 to \$2.50 per square yard. We know also that a granolithic pavement can be laid at much less per square yard. Here are the speci-