

cations furnished by the department. I am speaking now of the specifications for the Wellington street pavement, the tenders for which had to be in on the 29th, of last month. One of the specifications calls for Trinidad asphalt pavement, and that is open to any number of competitors, so I have nothing to say about that. But the next specification is for bitulithic, and you would naturally say that any one could tender for that. But, on reading the specification, you find, on page 3, third paragraph from the top, the following :

The entire surface shall then be coated with a heavy coating of Warren's No. 24 Puritan Brand Hard Bituminous Cement, for the purpose of finally binding the foundations together and making it readily unite with the bituminous concrete surface.

A beautiful sentence.

Mr. BENNETT. Whose is it ?

Mr. SAM. HUGHES. I do not know whose drafting it is. I presume this was sent to the Department of Justice. In the fifth paragraph is a description of the heating process, and the last sentence is as follows :

From the weight-box each batch of mineral aggregate composed of differing sizes accurately weighed as above shall pass into a 'twin pug' or other approved form of mixer. In this mixer shall be added a sufficient quantity of Warren's Puritan Brand.

And the seventh paragraph is as follows :

After rolling the wearing surface, there shall be spread over it a thin coating of—

An hon. MEMBER. Whitewash.

Mr. SAM. HUGHES. No, not whitewash but—

—Warren's Quick-drying Bituminous Flush Coat Composition, the purpose of this coating being to completely fill any unevenness or honey-comb which may appear in the surface of the mixture.

These are the specifications. I have given the names of the company. And, in this case, as in the case of Port Arthur and Fort William dredging tenders, I would ask why should the country be put to the cost of advertising these fake calls for tenders ? Why go to the expense of printing that specification ? Why not openly and honestly say, 'Robinette, go on and do that job ?' It looks like an attempt to reach the end by round-about means. I do not charge that against the acting minister, because he is a guileless gentleman, as we all know. It may be that he has been got over by some of his deputies. But it seems clear that this is a mere pretense of calling for tenders for the laying of a bitulithic pavement when, as a matter of fact, the specifications are such that no concern except the one of which Mr. Robinette is the head can do the work, and the work is given at an exorbitant price. The contract was for \$2.50 per yard, although as I

have shown, a concrete pavement could have been laid at \$2.40 per yard, and even less in the case of a large quantity. Certainly, under the specifications I have read, there is no possibility of this bitulithic pavement contract going to any concern except the one of which Mr. Robinette is the head.

Hon. CHARLES S. HYMAN (Acting Minister of Public Works). The hon. member for Victoria and Haliburton (Mr. Sam. Hughes) has made certain charges based wholly upon statements made by those who have a desire to lay a pavement of a different kind from that which has been chosen. I am sorry he is not more accurate in his facts—for I think that before I have finished it will be seen that he is entirely astray in regard to almost every statement of fact he has made outside of those he has read from the specifications before him. It is true that a small area of pavement immediately in front of the parliament buildings was laid down, under arrangement made with the late Minister of Public Works, by the Warren Company. I am informed by the department that the reason was that it was the intention of the government, from time to time to extend this pavement, and good reports of this kind of pavement had been received from different cities where it has been used and it was desirable to try the pavement and see whether it would be suitable for the much larger area which it will be necessary to pave in the future.

Mr. SPROULE. How many square yards were laid ?

Mr. HYMAN. The total area laid is 4,250 square yards. I think the original contract was for a smaller area than that, but it was afterwards decided to increase the area to be paved.

Mr. LALOR. At how much per yard ?

Mr. HYMAN. At \$2.25 per yard.

Mr. FOSTER. Was that given without contract ?

Mr. HYMAN. Yes, it was given by the late Minister of Public Works without contract—the contract being extended, as I have explained, as to cover a larger area than was originally intended. The hon. member (Mr. Sam. Hughes) in the first place read a statement by some opponent of this company that this pavement cost from \$2.75 to \$3 per yard. He corrected his statement afterwards.

Mr. SAM. HUGHES. I said from \$2.50 per yard.

Mr. HYMAN. I think that if the hon. gentleman will read the original communication he read, he will see that the figures given are \$2.75 to \$3.

Mr. SAM. HUGHES. From \$2.50 to \$3 was what I read.