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Anchor Shingle Stains indefinitely postpone, if not absolutely prevent rot or dry rot. They show up the grain of the wood, giving delicately artistic finish, not only to the surface coated, but to the entire building.

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A Henderson Furniture Co.
QUEEN ST.
Y. Manager.

MR. CARVELL'S SPEECH

Continued.
THE EVIDENCE.

Q. If you wanted it for business purposes, you would consider it worth \$5,000?

A. I would, it is a wharf that could not be built for that if a man wanted it.

Mr J D Reid—That is no evidence of its present value.

Mr Carvell—I think that if the honorable member (Mr J D Reid) will read this evidence carefully, he will get enough to satisfy him as to its present value. I refer also to pages 106 and 107, where Mr Carter gives a description of the wharf.

With the facing I should say that it is a good wharf.

Q. With the facing you would say that it was a good wharf?—A. Yes, with the repairs that would naturally have to be made and the facing.

Q. Do you tell me that, Mr Carter?—A. I do.

Q. That that wharf is a good wharf today with the facing?—A. I said with the repairs and facing it would be a good wharf.

Q. Have you been on that wharf this last year?—A. Oh, yes, I have.

Q. Is not that wharf full of holes? Is it not composed of decayed sawdust, so that if you step on any part of it you are not certain that you may not go through?—A. No, I do not say that. Inside where the old saw-mill is was filled in between the cribwork with decayed sawdust. On the outside, as far as I can remember—I have not examined this particularly in order to tell you—but my recollection is that outside it is ballast.

Q. Outside?—A. Yes, and what is more, it was stated here, as I understand it, that the outside—

Q. That is under water?—A. No. It is the highest wharf in town, the outside of it.

Q. The highest wharf in town?—A. Yes.

Q. Did you hear Mr Stead yesterday state that he had reported to the department in his official statement that this wharf was washed away?—A. That would be down—

My honorable friend (Mr Crockett) as usual, interrupted.

Q. Down to low water level?—A. That is not so. Along the edge may be, but there is a place inside where they keep boats and that sort of thing. In high tide—and we had the highest tide there probably a couple of months ago that we have had for some time—the other wharfs were submerged, and that inside was submerged, but the part outside was above the level.

There is the evidence of Mr Carter, a gentleman who will not perjure himself and has no interest in doing so, who states facts which any man can prove by going there—that this is the highest wharf in town, that the outside is a solid gravel bank which is washed away down to low water, and, as I will read in a moment, below the water there must be crib work, because there is ballast which has been discharged for years from vessels coming with lumber, so that all you have to do is dredge away the ballast in front of the wharf and you have a wharf with thirteen or fourteen feet of water, filled with ballast, and extending some hundreds of feet. Here is the evidence at page 109, the answer being to a question by the hon member for Northumberland (Mr Loggie):

Q. And you could bring vessels drawing a considerable depth of water and load with 15 or 18 feet of cribwork—originally there must have been 15 or 18 feet of water there?—A. That is it.

Q. But if you look below the water, why you have 13 or 14 feet of cribwork along 600 or 700 feet of water front?—A. I could not tell you anything about it, all that I know is that the cribwork must have been there, because the ballast is there, and the cribwork could not get away while the ballast is there.

Q. And if it were washed away by easterly storms in a block it would show up along the shore farther up?—A. No, I do not remember doing so.

Q. There is no evidence, except that it is not in sight at low water, but it is there still?—A. I think so.

There is the evidence of a gentleman, whether interested or not, as to the condition of the wharf at that time.

Mr Blain—Was not the wharf in the same condition when it was sold for \$700? And why did not the government buy it for \$500?

Mr Carvell—It was practically in the same condition, except that Mr O'Leary after the sale, had carted away some hundreds of loads of ballast and put it on his own wharf. Why did not the government buy it for that? Surely, the hon member is not sincere; he knows they could not buy it for that.

Mr Blain—It was bought for that.

MR O'LEARY'S POSITION.

Mr Carvell—But the government could not buy it for that after Mr Murray got it. I dare say that if the government had gone before Mr Murray bought it, possibly they might have bought it cheaper than they did; but they could not have got it for \$700—never. Now, I want to take up Mr O'Leary's side of this question for a moment. It is admitted by everybody that Mr O'Leary is a very large property owner in Richibucto. And there is no doubt that Mr O'Leary has a splendid wharf which lies next north alongside this wharf, a wharf suitable to accommodate his business in the past and for many years to come. As far as Mr O'Leary's private business is concerned, there is no reason to suppose that within the next quarter of a century he or his successors will require further wharf accommodation than they have at the present time. Mr O'Leary bought this wharf, not because he wanted it—and I hope the house will take note of that fact. He bought it, or he practically—I will not say stole—received it from his half-brothers for practically nothing because they had left the place, sold out their interests, and were determined to get rid of it at any price. Nobody would buy it, so they sold it to their brother for a small amount of money. Mr O'Leary kept it for twelve or fifteen years. He had to pay taxes on it; he never used it or expected to use it; so far as he was concerned it was a white elephant, and he was willing to sell it for whatever he could get for it. And when Mr Murray came to him and made the proposition to buy the wharf, depend upon it, that view was floating through Mr O'Leary's mind: Let it be understood that Mr O'Leary has no railway accommodation at this wharf, and it is in evidence that it cost him \$4 or \$5 to haul a loaded car to the railway station, which is a quarter of a mile away. Mr O'Leary was doing this for the purpose of selling to the department, and he knew that it was the purpose of the department to build a

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railway track upon it in order that railway cars might lay alongside the wharf, and he knew that if the department placed a railway track upon it, eventually the track would extend to his own wharf and in that way he would get railway accommodation to his own wharf.

Mr J D Reid—Does the hon. gentleman mean to say that the government would extend the railway to the sawdust wharf?

Mr Carvell—There is no evidence that they would do it, but we know there was a track placed upon the municipal wharf, and either the government or the owners, or somebody else, would be interested enough to have a railway track laid along the face of this wharf. Now Mr O'Leary is no child, and when he sold that wharf, believing it would go the public works department, he knew there would be railway tracks upon it in a short time, and he knew that those tracks could be easily extended to his own wharf, and he knew that in that way he would get the benefit of railway accommodation which he could get in no other way because there is no other place in Richibucto where the railway can get to the water front excepting over this very wharf.

THEN AND NOW.

Now, there is another thing to which I must refer, and that is the value of this wharf from Mr O'Leary's standpoint. Mr O'Leary says in his evidence, it is true, that \$700 is all it was worth. But when the government wanted to buy a right of way for the sewer three or four years ago, he did not know what to ask for it, but finally he sold, not a piece of land 50 feet wide, as he thought it was, but merely the right to lay a sewer under this wharf extending out 200 feet, and he asked and received from the government \$100. Why, sir, that would not be one-hundredth part of the value of that wharf, because you could utilize it for the purpose of a sewer, and it would not affect its value in any way for wharf purposes, or even for building purposes, and yet he asked and received for this right \$100 from the government. There is no doubt that the sewer was not successful, they had to get more right of way, and he wanted more money, at least, according to his own evidence he wanted another \$100, and according to the evidence of Mr Murray, he wanted \$300 or \$400 for extending this on a few feet further towards the water front. Yet he comes here and swears that the wharf was only worth \$700 at that time. You have got to take these things into consideration if you want to judge of the honesty and sincerity of Mr O'Leary in the statements he has made before that committee. Then again Mr O'Leary says that a few days ago he offered the department the whole wharf for \$1,000. He not only swore that, but he produced what he says was a copy of a letter sent to the minister of public works, which was not a copy at all. However, there was a letter written to the minister of public works, I think in the autumn of 1908 or early in 1909, in which he says that he offered this whole wharf property to the department a few years previously for the sum of \$1,000. You will find that on page 46 of the evidence I am reading

(Continued on third page)

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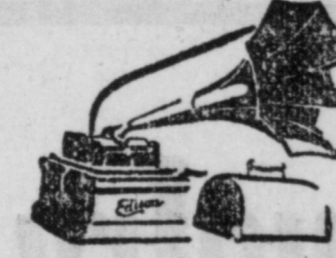
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