

ENQUIRIES OF THE MINISTRY IN THE LEGISLATIVE ASSEMBLY AND THE ANSWERS THERETO

No. 6—
HON. MR. STEWART in reply to Mr. Richard (Gloucester).
Q. Were Norman Legacy or Charles Boudreau, Greenpoint, Parish of Beresford, County of Gloucester, in the employ of the Government during the month of September, October, or November?
A. The names of Norman Legacy and Charles Boudreau are not shown on any payrolls of road supervisors in the Parish of Beresford, Gloucester County, for the months of September, October and November, 1932.
Q. If so, give number of days employed, dates and amount paid?
A. Answered by No. 1.
Q. Give name of Supervisor under whom work was performed.
A. Answered by No. 1.

No. 73—
HON. MR. STEWART in reply to Mr. Dysart.
Q. What was the total cost of road repair work carried on in the Parish of Hampstead, Queens County, leading from Central Hampstead to Hibernia?
A. The work is known as Back Hollow Bridge. Total cost of work \$2,583.86.
Q. (a) What was the total length of the work performed?
A. Work performed consists of two 4-foot concrete oval arches each 53 feet 10 inches long, together with embankment fill and side hill roadway excavation covering an approximate total length of 800 feet.
Q. (b) Under whose supervision?
A. Under the supervision of R. L. Somerville, highway structural superintendent.
Q. (c) Was work done as Unemployment relief or as a provincial undertaking?
A. As a provincial undertaking.
Q. (d) Is job yet completed? If not, what is the estimated amount required to complete same?
A. Job is not completed. Estimated cost to complete same is \$2200.00.
Q. What was the prevailing rate of wage paid for labour, as well as to commissioner who supervised work, and what was the total amount received by him?
A. Rate of wages paid for labour was 25 cents per hour. William C. Moore was foreman in charge of work at \$4.75 per day and received the total amount of \$277.62.
Q. How many yards of gravel were delivered to the site for concrete work, and what was the total cost thereof delivered?
A. 299 cubic yards of gravel were delivered at the work at a cost of \$777.40.
Q. Is it true that one carload of gravel was put in siding at Hampstead, and the gravel hauled from there a distance of approximately 3½ miles instead of being placed at the siding at Central Hampstead, a distance of approximately one mile? If so, why was this done?
A. One carload of gravel was directed to siding at Hampstead by Chief Bridge Engineer by mistake.
Q. If work is not completed, when does the government intend to complete same?
A. Government expects to complete the work next season.
No. 74—
HON. MR. STEWART in reply to Mr. Dysart.
Q. What was the nature of the work, if any, performed in the Rockport District No. 2, Parish of Sackville, Westmorland County, during the months of January and February last?
A. Describe the character of work performed?
Q. Under whose supervision was work performed?
Q. Give names of all persons employed, with rate of wages, and total amount received by each.
A. The Department has no knowledge of any work being done.

No. 75—
HON. MR. STEWART in reply to Mr. Dysart.
Q. What quantity of gasoline was purchased by the Department of Public Works and delivered to Perry Point Ferry during the fiscal year 1930?
A. (a) Who operated the ferry during that year? (b) What amount was paid for said services? (c) From whom was gas purchased, and total price thereof, and by whom delivered at ferry site?
A. 855 Gallons.
A. George Hennessey, (b) \$759.25, (c) Putnam Bros. Ltd. St. John, \$182.39.89, delivered by A. H. Lamb.
Q. What quantity of gasoline, if any, was purchased and paid for by the Department, deliveries of which were made to Mr. James L. Marshall personally at his residence per his instructions, and by whom were said deliveries made? Give dates of deliveries and amounts thereof?
A. The Department has no knowledge of any gasoline delivered except at the ferry.
Q. How many automobiles did the said James L. Marshall own and operate during year 1930?
A. The Department has no record of J. L. Marshall owning a car in 1930.
No. 76—
HON. MR. STEWART in reply to Mr. Dysart.
Q. What was the total cost of the Greer Creek Arch and Roadway embankment at Southampton, York County.
A. \$29,470.33.
Q. When was work started?
A. Work started Oct. 12th., 1931.
Q. When completed?
A. June 15th, 1932.
Q. What is the nature of the work done?
A. 14-foot nonolithic concrete arch culvert, earth and stone embankment and ledge rock roadway excavation covering a total length of 3100 feet.
Q. Was work carried on under contract or days labor? If by contract, who were the tenderers, and the amount of each tender? If by days labor, who was in charge of work, and what amount was paid him for all services in connection therewith, including his team, hired help, etc.
A. Work carried on by days labor; Thomas Blair, highway structural superintendent, was in charge of the work. Total amount paid him for wages—\$307.52 and total paid him for expenses—\$320.14.
Q. Was work done chargeable to Unemployment relief? If so, why was all work substantially limited to supporters of the present Administration?
A. Work done chargeable to Unemployment Relief. Unemployment Relief regulations carried out and work given to those most in need regardless of political affiliations.
Q. What amount of property damage was paid in connection with the undertaking? To whom, and by whom were the amounts agreed upon?
A. The amount of property damage paid as follows: — Moses Gibson \$300.00; Fraser Companies \$200.00 and W. C. Wright \$40. Amounts agreed upon by the Department and the various land owners.
No. 77—
HON. MR. STEWART in reply to Mr. Dysart.
Q. What work, if any, was performed on the Big Aldouane Bridge, Kent County, during last fiscal year, and what was the cost thereof?
A. Work in the nature of patching

and filling holes in gravel surface over cross pole floor was performed during the last fiscal year.
Q. Was one Daniel Melanson employed? If, in what capacity, what rate of wage did he receive, and what was total amount paid him for the year?
A. Daniel Melanson was employed in the capacity of a laborer at the standard rate of 25 cents per hour and he received the sum of \$21.75 for the year.
No. 78—
HON. MR. STEWART in reply to Mr. Doucet.
Q. How many miles of road were reconstructed at Pokeshow, from Rior-don West during last season?
A. 2.0 miles graded.
Q. What was the nature of the work performed?
A. Grading Reconstruction.
Q. What was the cost of such work?
A. \$691.93.
No. 82—
HON. MR. STEWART in reply to Mr. Michaud.
Q. How much money was contributed by the Dominion government as relief to Unemployment towards the construction of the lines of the New Brunswick Electric Power Commission during the last fiscal year?
A. Answered by answer to question 5 of inquiry No. 9.
Q. In what counties were such lines located?
A. Restigouche, York and Sunbury.
Q. On what basis was the contribution made?
A. 50% of the total cost was contributed up to the point where labor formed 40% of the cost. In other words, \$50.00 was contributed toward the total cost for each \$40.00 expended in labor.
No. 84—
HON. MR. STEWART in reply to Mr. Colpitts.
Q. Was a portion of the highway bridge over the St. John River at Florenceville destroyed by fire in 1932?
A. Yes.
Q. Did the Department of Public Works in connection with the reconstruction of such bridge, build some new concrete piers? If so, when?
A. The Department dismantled and rebuilt a portion of one concrete pier which was fractured and otherwise considerably damaged by an ice push during the spring freshet of 1932. The bridge seat and the top of the Western abutment were also rebuilt to receive the new steel spans. This work was done in the Autumn of 1932.
Q. Did the Department in connection with such work, purchase from William Burnham of East Florenceville, a quantity of gravel? If so, what amount and what price?
A. 75 cubic yards of gravel were purchased from William Burnham at 75 cents per cubic yard.
Q. Was a quantity of gravel hauled from lands at East Florenceville to or near the site of the work? If so, what amount and what was the cost delivered?
A. Answered by No. 3.
Q. Was the general gravel so hauled condemned after delivery at the site, by an official of the Department as unfit for use in the construction of the piers?
A. Yes.
Q. Did the Department in consequence arrange to bring gravel by the Valley Railway for such work? And did the Department so bring gravel by rail? If so, where was the gravel obtained and from whom?
A. General tests of local gravel were made by the Department and the results obtained were very unsatisfactory; consequently, a better quality of beach gravel was imported from Saint John from Joseph A. Likely, Limited.
Q. Were several carloads of gravel brought over the Valley Railway to Centreville Station and then hauled by motor truck to Florenceville? And what is the distance from Centreville Station to the highway bridge at Florenceville?
A. Four carloads of gravel were shipped over the Valley Railway to Centreville Station and hauled by motor truck to Florenceville. This was on account of a special freight rate obtained from the Canadian National Railways. The distance from Centreville to the highway bridge is approximately four (4) miles.

No. 86—
HON. MR. STEWART in reply to Mr. Colpitts.
Was A. W. Jonah, parish of Hills-boro, Albert County, employed during the last fiscal year by the government, or did he hold any office? If so, what, and how much did he receive for his services?
A. Road supervisor. \$604.00.
Q. Is he the same A. W. Jonah whose conduct as Road or Bridge Supervisor was investigated by the Department of Public Works in 1930?
A. Yes.
Q. Is he the same A. W. Jonah who was found guilty of irregularities in 1930 for duplicating time, and for which he was compelled to make restitution?
A. On examination of payrolls it was found that a duplication of 1 day was made between road and bridge payrolls.
Q. If so, how much did he restore, and when and how?
A. \$4.50, April 9th, 1931. Cash.
Q. Was the sum of \$423.90 retained by the Department of Public Works from the payrolls of A. W. Jonah in compensation for the money which had been withdrawn by the said A. W. Jonah by duplicating his time?
A. No.
Q. If the amount of \$423.90 was not retained, what was the amount retained?
A. No amount was retained as duplication only amounted to \$4.50 which was returned in cash.
Q. On whose recommendation was the said A. W. Jonah appointed supervisor or superintendent for the year 1932?
A. Hon. Lewis Smith.
SOVIET WILL
LIMIT MULTIPLE
JOB HOLDING
Moscow, April 20—Regulations making it more difficult and less profitable for persons to hold more than one job at a time have been promulgated by the Council of People's Commissars.
Multiple job-holding, with multiple salaries and privileges, has become widespread in the last year. Due to the shortage of specialized technicians and experts, the expanding Soviet industries competed for the services of desirable people and readily made part-time arrangements.
As a result, hundreds of thousands of persons here occupy two, three and sometimes more posts simultaneously, splitting their time and energy into bits. There are cases on record in which men held as many as seven or eight jobs at once, usually as "consultants" to different economic organizations.
The increasing cost of living and the rapid inflation of the ruble encourage engineers, technicians and others to carry several jobs simultaneously. Heretofore, moreover, they were able to avail themselves of the closed shops and other privileges of all the organizations for which they worked.
It's a good thing some folks don't realize what good things they are.

Depression Note
Although the thought
May sound absurd,
Yet I would like
To be a bird.
It must be grand
To roam and play
Without a single
Cent to pay!
Roztnark II.
(Chicago News)
The Hitler regime is said to have imprisoned 40,000 since it came into power. But can the prisons hold all the opposition?
TIME TABLE
CHANGES
Effective
SUNDAY, April 30
Full information now in hands of agents
CANADIAN NATIONAL | CANADIAN PACIFIC
retired biography. He saved the glory for the mother, who, with the young son and father years ago, comprised the Thomas Trio at religious tent meetings.

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BUT JUDGE -
IF YOU COULD ONLY
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YOUNG MAN I HAD THE SAME TROUBLE
SO NOW I SMOKE ROSEBUD
AND EVERYTHING IS FORGIVEN!
AIN'T IT
THE TRUTH!
No arguing it's the Best
All the evidence is in favour of Rosebud. Judges of
good tobacco agree that it is sweet and mellow and
fragrant, that it does satisfy the need for a really better
and more enjoyable smoke. And why shouldn't it?
It's blended to suit the exacting Maritime taste.
ROSEBUD
CUT SMOKING TOBACCO
Large package 10c Extra large 15c
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PLUG TOBACCO
SMOKE
ROSEBUD
20c
BIG PLUG
THE MARITIME SMOKE