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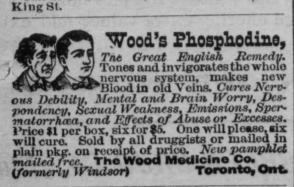
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Mr. Carvell on the Major Hodgins' part. I have gone carefully over the evidence of Major Hodgins Inquiry.

Able Address by the Member for Carleton.

the Hansard report for the benefit of to see what a buge fraud would be practically altogether on District our readers. He said :portion of the time of the House at terial in Quebec was as Major Hodthis late stage of the session in dis- gins claimed it was. The third than it had been receiving. You cussing a question which, I may say, statement is that if he had gone was dead and buried something like | back to his district and had classfied three or four weeks ago, but as our the work according to the Quebec bon friends on the other side have classification it would have amountdecided to discuss it we find it ne- ed to a difference of about \$4,000,000 cessary, in order to place the case on the 400 miles of district 'F' and if work as thoroughly and as frequentfairly before the country, to take up applied to the whole line it would ly as would be necessary. It seems some of the time and I will proceed; have amounted to a difference of unfortunate that neither Major Hodto do so as speedily as possible. This \$28,000,000 in the cost. The fourth question arises entirely on account statement in the letter is that beand restores the feminine organism of a letter which Major Hodgins, at one time district engineer in the employ of the Transcontinental Rail. way Commission, wrote to the Victhe 16th April last, followed by two take this letter and these interviews interviews, I think, on the 17th and and will read them over carefully he these interviews were brought to the attention of the chairman of the | are the only points contained in the Transcontinental Railway Commisthe right bon the Premier (Sir Wilthoroughly investigated. That was or individual would pick out. Major Hodgins' letter had had time to come from Victoria here, a meeting of the committee was held, we took evidence for two or three weeks, interspersed with a good ing a Frenchman. I do not propose to many adjournments and finally we were able to bring down a majority report with which I am very sorry to say two members of the committee were unable to agree. My hon friend from South Simcoe (Mr Len-

far as he discussed it, he was very compare favourably with any enunfair. There were one or two instances, which I might almost call | However, that is beside the subject. glaring instances, of unfairness to There is no doubt that there had which I will be compelled to refer been considerable difficulty in the and then I will proceed, as I feel it | management of the work in district to be my duty to do, to discuss this 'F.' District 'F' covers a distance of matter to some extent upon different 1 400 miles, extending from Winnipeg lines from those followed by my hon, eastward, but at that particular friend, or rather on lines in regard | time the most important part of that to which my hon friend conveniently forgot to discuss it. My hon friend forgot to discuss the charges made tween the main line of the Grand by Major Hodgins and I do not won- Trunk Pacific Railway and the Lake der because I would think that if Superior branch, and we all know there is a man in Christendom whom | that it was the object of the governthe Conservative party in Canada ment, of the commission, of the to-day want to forget and to imagine never existed it is Major Hodgins. We know the glee with which they looked forward to the investigation of these charges and we can appreciate to some extent their disappointment at the outcome. However, rather than let him die-I mean figuratively-or let his charges die, they have decided to bring the matter up in time this Bill became law that the the House and they have devoted crop of 1909 would be handled over their whole attention to the question | this line. In the year 1907 the comof classification and have attempted | mission, without doubt, saw that to make out the charge that a grave the work was not progressing as fraud is being committed upon the rapidly as it ought to, and I think it country by means of the classifica- is very likely-and if so it is to their tion in the construction of this railway. I must insist and I think I am logical when I do insist, that Major Hodgins' statements are the founda- this work and get it completed more tion of the whole case, and that but expeditiously than it would be acfor this letter and these interviews, we never would have heard of the time. matter. The press comments upon the letter are only carrying out the same ideas as those which are embodied in the letter itself. The letter, as I understand it, practically charged four things. It did not raise the question of classification in any distinct instance excepting in 1907, and it appear from the evidistrict 'F' which I will take occasion to refer to a little later on. The first portion of the letter charged mission they expected to get that there was trouble in connection | labour for 15 cents an hour, or \$1.50 with the work in district 'F' and that for a day of 10 hours, whereas it

In the Commons recently when the | paid \$1.70 per cubic yard for the redebate on the Hodgins inquiry was moval of solid rock, 60 cent per cubic in progress our member Mr F B Car- | yard for loose rock and 30 cents per vell delivered a splendid address. cubic yard for common excavation, We have pleasure in reproducing it is not necessary to be an engineer perpetrated upon the country if the 'F'-that the commission found it Mr Speaker, I am very sorry that facts alleged by Major Hodgins were find it necessary to take up any true, and if the classification of macause he would not adopt the Quebec classification his services were dispensed with and that Mr Poulin, a friend of Mr Parent, was appointtoria 'Colonist,' somewhere about ed in his stead. If any person will 19th April. When this letter and will agree with me that these are the salient points, in fact, that they letter and the interviews. They are sion he immediately sent a note to | the only things therefore which any ordinary man ought to consider or frid Laurier) accompanied by all the take up as being the substance of the correspondence bearing upon Major letter. They are the very things Hodgins' dismissal and asked that a | which the Ottawa 'Citizen,' picked parliamentary committee be ap- out as being the substance and they pointed in order to have the matter | are the things which any newspaper

done and even before the full text of Mr TALBOT. There was also the statement about Mr Poulin being a

Frenchman. Mr CARVELL. Yes, there was omething said about Mr Poulin bediscuss that. I do not see why a Frenchman should not be as good an engineer as an Englishman. We had before the committee two gentlemen of the French nationality, Mr Doucet and Mr Poulin, who, while I am not nox) discussed this matter for an picking them out and placing them hour and a half and in the main, as over other engineers, will, I think, gineers in the Dominion of Canada. work extended 250 miles from Winnipeg eastward to the junction be-

Grand Trunk Pacific Railway Company and of everybody and in the interest of everybody that this branch should be pushed forward to completion as rapidly as possible in order that the crop of the west of bec and every commissioner went to 1910, might, if possible, be handled in some degree over this line; in fact it was confidently hoped at the credit-that they were looking around to see if the:e was not some way in which they could hurry up

cording to the indications at that

I am not going into details further than to say that the trouble was entirely a matter between Major Hodgins and his subordinate engineers. Let us look at the facts. There has been no time in my day when labour was as high as in the summer of dence that when the contractors made the agreement with the comis that Major Hodgins went to in 10 hours as when the conditions her son Bernard is living. Quebec, went to a certain cutting are reverse. There was no doubt called La Tuque, a cutting originally that there was great difficulty in intended to tunnel, but a cutting getting labour and carrying on the which they afterwards changed to work as rapidly as was hoped for, an open cut, and he there saw that and there is no doubt that Mr Young they classified materials as 86 per and other members of the commiscent solid rock which, in his judg- sion took every honourable means ment, should only have been classi- in their power to hurry up the work, fied as 40 per cent. He at once came and no doubt they questioned Major to the conclusion that all the work | Hodgins as to why greater progress in the province of Quebec was being | was not being made. I defy any one classfied upon that basis, or that to point a single instance in the there was about twice as much solid pages of this evidence in which Mr rock as there ought to be. When I Young or any other member of the

point out to the House that under commission even intimated or sug-

the contract of Mr McArthur he was gested any improper conduct on

Major Hodgins' part. I have gone Hodgins on this subject (pages 105, 106, 107), and I submit you cannot find even an insinuation by Mr Young or any member of the commission against Major Hodgins. I have nothing to say against Major Hodgins; he is a man for whom in some ways, I have quite an admiration. I believe he is an honorable man, but unfortunately he did not seem to know how to get along with the engineers under him, and I do not think, he knew much more about getting along with the contractors. So great was the trouble-it was necessary to appoint an inspecting engineer so that this particular work might have more supervision must remember that the chief engineer has multitudinous duties to perform, and while he might go over a portion of the work he could not be expected to go over all the gins nor his assistant, Mr Heaman. had ever been over the work except on some small portions of it. Major Hodgins deposed he had only been on the work in one instance for a few miles up to that time, and he also declares his assistant engineer had only been over a small portion of it, Then Mr Grant was appointed, and Mr Grant is an engineer of repute, and not one word has been stated against him, either in his personal or professional capacity. I have no hesitation in saying that the appointment of Mr Grant is the real cause of all the trouble with Major Hodgins. It became simply a question of unreasoning jealousy on the part of Major Hodgins, and we all know that when the green-eyed monster take possession of a man he ceases to be a reasonable being. Any one who reads the evidence must come to the conclusion that from the time Mr Grant was appointed inspecting engineer Major Hodgins saw nothing but trouble in everything done by the engineers or by the commission. It is true that Major Hodgins went to Quebec. I will take the liberty of stating something which appears from the documents, although I do not know that it appears in the printed evidence. However, from a

letter produced by the commissioners it appears that away back in 1906 the district engineer at St John, Mr Dunn, suggested a meeting of all the district engineers on the work in company with the chief engineer and the commissioners, in order that they might satisfy themselves how each was doing his work and, so far

as possible, arrive at a uniform sys

tem. That suggestion was discussed. and it was not until the month of June, 1907, they were ably to carry out this suggestion. Now, in the month of June of that year, instead of Major Hodgins having been sent to Quebec, as he would lead us to believe, for the purpose of taking these object lessons, every district engineer on the whole line from St John to Winnipeg was sent to Quebec, the chief engineer went to Que-Quebec, and they met the assistant

chief engineer of the Grand Trunk Pacific and all the engineers on the work in District 'B,' there being twenty-five or thirty officials present. We find that from the time this party left Ottawa until they separated at Quebec there never was an hour of the time when Major Hodgins was not finding fault with some one over the appointment of Mr Grant.

of evidence as to that. Mr CARVELL. I will not take up hours reading the evidence, but I will make this submission to the House, and the House will take my

Mr BARKER. There is not a word

Mr BARKER. I have to contradict the hon gentleman.

(Continued next week.)

Charles E Tanner, leader of the Nova Scotian local Opposition, has accepted the conservative federalcandidature in Pictou against E M Macdonald M P. Poor Charley, we are sorry for him. He rushed in where Sir Hibbert feared to tread.

Mrs J R Murphy arrived in town Mr Young, one of the commissioners, actually cost them from 20 cents to from Seattle a few days ago with is done away with. suggested to Major Hodgins that be 25 cents an hour. We also know the remains of her youngest child, should go down to Quebec, take an that when labour is scarce and wages who died of spinal meningitis after object lesson and see how matters high it is almost impossible to get ten weeks suffering. Mrs Murphy terials, and these may be obtained are run there. The second statement as much value from men's labour will in future reside in Toledo, where

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