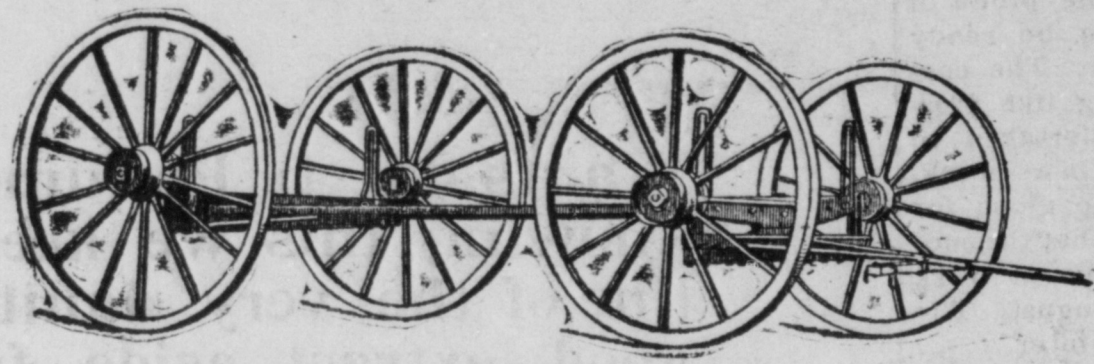


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Woodworking Company,
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Those wishing to enter for FALL
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Vocal Art, Pianoforte Playing and
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FEWER BROS.

The Plumbers,
Beg to announce to the public that they have
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The Gillin Store
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Where they will be better than ever prepared
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work in the plumbing line attended to. Es-
timates cheerfully furnished. Write, Tele-
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Small & Fisher, Ltd. make a speci-
alty of Repairing Waggon, —lf-13

Mr. Carvell on the Hodgins Inquiry.

(Continued from last week.)

Mr. CARVELL. The hon. gentle-
man has his right to contradict, but
I will make no statement which I
cannot back up by the evidence, and
I will make no statement that my
hon. friend (Mr. Barker) can contra-
dict by the evidence. It is in evi-
dence, and the hon. gentleman knows
it, that on the boat going to Quebec
Mr. Hodgins was grumbling and Mr.
Commissioner Reid, in the presence
of others, remarked: Well, Mr.
Grant is appointed and you cannot
help it, or words to that effect. I
repeat that the whole cause of
Major Hodgins' trouble was jealousy
over the appointment of Mr. Grant,
and that at every opportunity Major
Hodgins was finding fault with the
appointment of Mr. Grant. Now, all
these engineers met on the ground,
and they discussed the question,
and they tried to get benefit from
the inspection, and I believe every
man in the party did get some bene-
fit from it except, possibly, Major
Hodgins. Major Hodgins, when he
was there, in company with Mr. Dou-
cet, visited a certain cutting, and
Major Hodgins swears before the
committee that Mr. Doucet told him
that cutting was classified 86 per cent
solid rock. There was an Italian
contractor present and he described
this cutting very minutely, and
there cannot be any question that it
was the same cutting to which Major
Hodgins refers. Now, I do not mean
to say that Major Hodgins is stating
what is not true; but I believe that
Major Hodgins' mind was so warped
at that time by jealousy that I do
not think he was in a position to in-
telligently understand what was go-
ing on. The fact is that no matter
what Major Hodgins may have be-
lieved, there is no possibility of get-
ting away from the fact that while
he himself would have classified that
cutting at 40 per cent solid rock, at
that very time that particular cut-
ting was being classified only 32 per
cent solid rock, and 10 per cent loose
rock, and the balance common ex-
cavation. That was in the month
of June, and there is no possible
doubt that for the preceding month
of May that particular cutting was
classified only 29 per cent solid rock,
3 per cent loose rock and 6 per cent
common excavation. It would be
the month of May which this gentle-
man would be discussing because the
estimates are not made up until the
end of the month and therefore any
discussion of classification of any
particular material in June would
be with reference to May classifica-
tion. I do not care how honest
Major Hodgins may have been in his
opinion, I do not care whether he
was honest or dishonest, the fact re-
mains he was wrong in his recollec-
tion of what happened, wrong in his
statement of what actually happen-
ed and wrong in the conclusion
which he arrived at; that cut instead
of being classified at 86 per cent as
he said or 40 per cent as he would
have been willing to classify it, was
classified at 29 per cent in those two
months. Major Hodgins also says
that at this time he had a conversa-
tion with Mr. Armstrong who was
assistant chief engineer of the Grand
Trunk Pacific. From the beginning
of this work the Grand Trunk Pacific
have had engineers to go over the
work, they have had plenty of them
and no one can say that they are not
doing their duty, going over the
work day by day in order to see that
the commission's engineers are
properly carrying out the work and
doing their classifying. Mr. Arm-
strong was the assistant chief en-
gineer in the province of Quebec at
that time, he was a gentleman who
had had very wide experience in
railway construction in Canada, who
had been in the employ of the Cana-

dian Northern for many years and
had had large experience not only
in the west but also in the eastern
portion of Canada. Major Hodgins
says that in a conversation which he
had with Mr. Armstrong at LaTugue
or the next day at Quebec, Mr.
Armstrong told him they were
classifying this work to such an ex-
tent that it would cost \$2,000,000
more to build this portion of the
road than it should cost or would
cost if properly classified. I shall
give Armstrong's evidence on this
later on. Unfortunately, on account
of Major Hodgins withdrawing the
charges, there are many points
which should be cleared up that
were not, but it was thought unwise
to take up the time to clear up
points that could be cleared in an-
other way. However, I may say Mr.
Armstrong would if given a chance,
have positively denied this state-
ment and will in another way deny
absolutely that he ever made such a
charge. Prior to this Mr. Grant had
been over the work and had made a
report which was any thing but com-
plimentary to Major Hodgins and
his assistant chief engineer, Mr.
Heaman. Things went on from bad
to worse and finally Major Hodgins
realized that the work was progress-
ing so slowly that he must do some-
thing to hurry things along. Major
Hodgins claimed in the letter and
the interview that they wanted him
to introduce in his work what he
calls the Quebec classification, and
that if he had introduced the Quebec
classification in this work it would
have increased the cost to the coun-
try. Yet Major Hodgins himself is
on record as recommending that a
portion of this work be done not by
the terms of the contract but by
what he calls and what is called by
the engineer force account. I shall
explain that term. He suggested
that all classified material or all
material as to the classification of
which there was question, should be
paid for not by the terms of the con-
tract but by keeping an account of
the actual cost of the work and add-
ing to that 10 per cent. He suggest-
ed this because he claimed the con-
tractors could not under the then
existing conditions as to the labour
market, do the work for the amount
they were receiving from the com-
mission and come out of it alive and
in order to put them in a position to
do the work, he suggested that they
should depart from the terms of the
contract and do this work by force
account, although, according to his
own interpretation, this must have
meant an increased cost to the coun-
try. This suggestion was made to
the commission and the commission
at once did what reasonable business-
men would have done, they sent
their chief engineer, old as he was,
busy as he was, up to the work in
order to look it over; and while I
have no comments to make on the
duties or acts of the chief engineer,
because he is an official appointment
by the government who is not re-
sponsible to the commission, who is
practically an autocrat as far as his
work is concerned and can do as he
has a mind to do, I do say that it was
a matter of regret that the chief en-
gineer at this time did not find time
to go over the whole work instead
of only four miles of it. The facts
are that he went over about four
miles and made an arrangement that
he would come back to Ottawa, sub-
mit the question to the commis-
sioners and immediately wire him to
Winnipeg the results of the inter-
view. He came to Ottawa and while
I have no knowledge of what took
place between him and the commis-
sioners, because there is no record
of it, I do know that there was a let-
ter written to the chairman of the
commission which to my mind is one
of the ablest documents placed be-
fore the committee although there
are many hundreds of them. That
document, I think, reflects infinite
credit upon the commission and
shows that the government have ap-
pointed men who intend to carry out
this work according to the law if it
is possible to do so. I wish to refer
to that letter. It is found on pages
28 and 29 of the case and is written
by the commission through its chair-
man Mr. Parent. It is dated August
24, 1907, and was written either the
very day or the day after the chief
engineer returned from an inspec-
tion of the western district. I shall
not read the first part of the letter
which simply refers to going to dis-
trict 'F' with Mr. Grant's report and
a few things like that, but I shall
quote the concluding portions. It
reads:
There is a letter from Mr. Hodgins,
dated the 8th instant, addressed to
you, which should have been sub-
mitted to the board, together with
document No. 4, attached, so as to
give every available information on
the subject. They came to our no-
tice incidentally.
That is, the commissioners evi-
dently are finding fault with the



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chief engineer because certain docu-
ments from Major Hodgins were not
placed before them earlier but in-
cidentally the commission got hold of
them. The letter continues:
It would appear from its contents
that after certain items had been
classified a change was deemed
necessary and other classifications
made, which it would seem received
his approval. Such a state of affairs
shows that there has surely been
negligence somewhere in the man-

agement of this district, and, from
a consideration of these facts, the
natural inference would be that the
district engineer is not competent to
handle properly such work as he is
now entrusted with. Under the cir-
cumstances, it is the duty of the
chief engineer to take whatever
means are required to put a stop to
conditions which have already exis-
ted too long. Among the points of
first importance requiring your at-
tention is to find and suggest a way
(Continued on page three)

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A Comparison Showing Remarkable Progress.

ITEM.	1906	1907	Increase
Net Premium Income	\$1,847,286.06	\$2,011,973.58	\$164,687.47
Interest and Rent	326,830.96	420,882.81	94,051.85
Total Income	2,193,519.19	2,433,114.45	239,595.26
Assets	8,472,371.52	9,459,230.69	986,859.17

Insurance in Free Dec. 31, 1907, - \$51,237,157.00
No other Canadian Company has ever equalled this record
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New Sinks, Wash-Tubs, or any-
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We have recently added to our Dress Goods
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At Jacksonville Corner, 4 1/2 miles from
Woodstock, 105 acres, 90 under cultivation,
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Barns, Woodshed, hog pen and granary, all
in excellent repair. Cuts 50 tons hay, and
1000 bushels grain. Will be sold at a bargain,
and on easy terms. For further particulars,
call on or write, L. T. Emery, Jacksonville,
Car. Co., N. B., or any business man in
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FOR SALE.

A house with stable and large lot on Con-
nell St. Apply to the undersigned.
LOUISE E. YOUNG,
Apr. 27th 1908. tf.

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