

to the effect that the Minister was good enough to consider my services as valuable, but it was not then expedient to include me in the permanent class of civil servant—those entitled to retiring annual allowances on superannuation—but that the Minister would make my engagement an annual one. My pay was increased from \$3,000 to \$3,300 a year. On that occasion everything was said to lead me to consider my position as permanent, and that on a future occasion, when expedient, it would officially be so determined. Indeed Mr. Mackenzie wrote to this effect to Mr. Langevin.

Shortly after my letter of dismissal was known Mr. Fleming spoke to me on the subject. For many years there have been friendly relations between us. Doubtless it was no little owing to this fact that, on knowing my dismissal, he stated that he was greatly harassed by work; that he received calls during the whole day from members of Parliament and others, and that it was physically impossible for him to attend to much he had to do; that it was of a character to call for the aid of an engineer of experience, and that he desired to avail himself of my assistance. I acceded to this kind proposition of my old friend. I worked therefore at night for Mr. Fleming from the end of January, and he has called at my house with papers as late as half-past eleven.

I saw likewise Sir Charles Tupper, specially to ask him to transfer me permanently to Railways and Canals, on the Annual Report of which I was then engaged, as I have had much experience as a railway engineer. The interview was not long, but it was sufficiently pleasant. Nothing definite was said, but there was nothing to foretell an unfavourable future. This was the only interview I had with Sir Charles Tupper, and I had no other conversation with any other member of the Ministry.

I worked at the two Annual Reports until twelve o'clock of the last day of February, 1880, and I walked out of the office in the afternoon, leaving, I believe, nothing undone or nothing unsatisfactory behind me which I felt it was my duty to have done. The Public Works Report was not a serious matter, and was early completed. The report of Railways and Canals was only finished a few hours before the end of February.

My record now diverges into two lines. I will first take my connection with Railways and Canals. Towards the end of March I reminded Mr. Fleming that one of the charges against him was that he had not drawn his pay. It was not my intention to subject myself to a similar accusation. The question being thus raised I received a month's pay. A few days afterwards I saw Mr. Trudeau, the Deputy-Minister of Railways and Canals. He pointed out that I had been paid by order of the Minister, and consequently that my services were at the disposal of the whole Department; that he was much *arriéré* in work in which I had experience, and suggested that in the public interest I should now do my work in the office, so that when there was a lull in Pacific Railway matters I could take up this work, and personally relieve him from the pressure of the hour.

My connection with Mr. Trudeau for the eight years I was in the Department calls for more than a mere passing remark. Thoroughly trained, with a scientific education in French and English, a travelled man, with a wide professional experience, his courtesy and kindness to all in the department are a proverb. The tone given by him to the old Public Works Department was such that as a whole it was a strictly working department, with as little of *faineantise*, jealousy, meanness and disregard of duty, as I ever saw with the same number of persons. I speak of the general tone. I have reason to know that every member of the Department is not a saint. But on the other hand, many of the officials are men of high personal character, marked ability, and varied attainments. It is to Mr. Trudeau's ability and industry and devotion to duty, his utter absence of all professional jealousy, and his desire to give to every man his due *sum cuique*, that this