

say that he had never authorized Mr. Austen to use his name; that he had never remonstrated with Mr. Mackenzie, and had in no way recommended Mr. Austen, with other remarks which I will not repeat here. The fact is that I was appointed before Mr. Mackenzie took office, and when he assumed the direction of the Department, he found me engaged on the duties I carried on for six years under him.

It was now evident that there was a determination to attack me. My presence at Ridgetown with regard to Morpeth Harbour, Lake Erie, had been spoken of as dictated by political motives. In a letter dated 3rd of October, 1878, published in the *Mail*, I stated the facts of this official visit, made simply in accordance with my instructions. A paper also in the County of Bruce had spoken of me as a "Grit agent." I wrote to a leading Conservative of the place, a man of influence and a personal friend, who had particular reasons to know that I had taken no interest in anything but the harbour works. I asked him to see the editor, and to state that unless retraction and apology were made I would deal with the statement as a libel. My friend replied that the paper had temporarily stopped its issue from money difficulties; that the article had been written and sent from Ottawa; that every one who saw it was surprised and knew its untruth; that if the paper were resumed he would make it a personal matter to have it contradicted, but the paper ceased to appear.

With the unwelcome conviction of these inimical agencies acting against me, I wrote to a public man of high position in Ontario, with whom I have long been intimate. He took up my case as one knowing his character would have expected he would do. He made it his own; and with the courage and judgment which mark him, in every way exerted himself to serve me. He saw Sir Charles Tupper; and I understood that the result of his interview was the understanding that I should not be interfered with, and that I should be transferred to the Department of Railways and Canals.

What I have here related ran over some weeks. During the period of these events I received official instructions to transfer the dredge to Mr. J. Arnoldi. I wrote protesting against the proceeding as one unjust and insulting to myself, the dredge having been in my charge for five years; and as injurious to the public service, Mr. Arnoldi being totally inexperienced in the work the dredge had to perform. My friends, however, held that this letter was unnecessary and inexpedient, and suggested that the transfer was the first step to my being translated to the Department of Railways. I accordingly withdrew the letter, but I retain a copy of it, which I will publish.

During the season of 1879 I continued to carry on my duties as Engineer of Harbours as I had hitherto done. I returned to Ottawa for the winter about the end of November. I was then informed that Mr. Perley had been appointed to my work with the title of Chief Engineer, that three of my staff had been detailed to duties beyond my control, and that the old organization had been broken up. In a few days I received an official letter instructing me to dismiss seven members of my staff; all of whom had been several years in the Department. In a few days their places were filled by an entirely new set of men. On the last of the year I was myself dismissed.

Who then can dispute the truth of the statement of Mr. Mackenzie, that I was legislated out of the office in a small way?

Mr. Langevin would not even wait for the reports of the surveys and examinations and works of 1879. Hitherto the system had been with me to turn to my own reports when I had completed that of the Minister. They were accordingly written between the first week in February and the middle of April. No report was made on any of the examinations of 1879 owing to my dismissal.

I must explain that in 1877 I brought my position before the notice of Mr. Mackenzie, then Minister of Public Works. His reply was communicated to me by Mr. Trudeau