

Doucet, that Mr. Doucet at that time admitted and recognized that his assistant engineers were over-classifying. It is important to bear in mind that, at that time, Mr. Doucet, to some extent, stood by the country and against the contractors. But Mr. Doucet does not maintain that position afterwards. I need only read from this letter what Mr. Lumsden says to the commissioners. He says: 'It would appear to me some material may be classified as rock which should be classified otherwise.' He had learned that upon a verbal statement of Mr. Doucet on the 12th instant. More anxiety seems to have been felt about points of etiquette than about the interests of the country. Mr. Ryan, secretary of the Trans-continental Commission says:

Although the procedure—

Referring to the letter of Mr. H. A. W. Woods complaining of these matters:

—was distinctly irregular, the commission have taken full cognizance of Mr. Woods' complaint and have given directions that the matter be fully investigated.

This committee, although they do not approve of the manners exhibited by Mr. Wood, have been gracious enough to say that they will take the matter into their full consideration and have it investigated. I regret to say that that promise has not been carried out. Mr. Doucet thinks this was not as politely done as it ought to be, and he says in his letter to Mr. Lumsden on October 21:

I may state that such accusations are not only uncalled for, but most unprofessional, as we in Canada understand professional etiquette.

I am more concerned about this investigation and about some gentlemen stepping out than I am concerned about the order of their going. Now, I refer on page 399 of this evidence to the letter of Mr. Doucet to the chief engineer of the Railway Commission. That I need not read in full, but I want to call attention to one or two sentences. A moment ago I mentioned the fact that Mr. Doucet did not propose to stand in harmony with his subordinates as to the higher classification, but in some way he gets over there, and like the chief engineer he chooses his attitude as time advances, and as soon as the 26th of October we find that Mr. Doucet is prepared to state to the chief engineer that they stand shoulder to shoulder as one man for the Quebec classification. The effect of that upon the chief engineer, upon the fortunes of Canada and upon the amount that Canada will have to pay for this work will be evident to every member of this House before we conclude. Now, he says to Mr. Lumsden:

Dear Sir,—I have already had occasion to state to you verbally that the interpretation

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the engineers in district 'B' have placed on the classification of solid and loose rock, and in accordance with which the progress estimates have been returned since the inception of the work.

I want hon. gentleman to take note of that, that the engineer here announces that from the very beginning of the work the classification which he has contended for as made by these subordinate engineers, and which at first was resisted by Mr. Doucet, and definitely resisted by the chief engineer, that classification has prevailed from the very inception of the work, and prevails to the present time.

Mr. E. M. MACDONALD. Would my hon. friend be good enough to indicate where he finds this theory of his that Mr. Doucet in his conversation with Mr. Lumsden, as referred to in Mr. Lumsden's letter, took any different position from that which he took in his letter of October 26?

Mr. LENNOX. I have given the evidence and the references. I had some little experience of my hon. friend in the committee, where I had not as much support as I hope to have here, and I will endeavour to make this clear. My hon. friend can point out a distinction if he sees any between the letters to which I have referred. I have read a portion of this letter, and I have referred to the position which Mr. Doucet is said to have taken, as reported in the letter of 18th of October, and now I wish to add a sentence:

I have never had occasion to force my views on my assistants, all, to a man, have taken the same interpretation of the classification as I have.

So, as I intimated a moment ago, between the 12th and the 26th, for reasons which I cannot explain, Mr. Doucet seems to have advanced along the line on which the contractors were travelling. On the 24th of October there was an examination into this matter. Mr. Lumsden went down, and in the letter of the 30th October, page 403, he points out what was done; he tells who was there. There were a number of contractors, among others. He points out what they did; he refers to an interview with them after they had examined the work, and he points out that after this interview he requested Mr. Doucet, the district engineer, to procure statements as to the interpretation of the specifications from the various engineers under charge of Mr. Doucet and to send these and his own interpretation of the specifications to Mr. Lumsden, the chief engineer. This is a significant letter, the letter of the 30th of October; it shows the position in which Mr. Lumsden stood on the 30th of October when he communicated with the Railway Commission, and it shows this fact, that at that time, notwithstanding his subsequent attitude, he stood in condemnation of Que-