

What do the people and the Government think about allowing this man to supply himself with gas at the public expense? As I have explained already, although he has a meter in his house, it is only for a blind. The gas passes through the Government meter, and is measured there before it is consumed in his house, the Government paying for it. Alphonse Kelly, a lock-tender, at page 1158, states that he is a member of the Port Dalhousie band, and when he goes away to play he has a man put in his place by Demare's orders. He says also that he was taken from his lock and put as foreman on the floats, although drawing pay as lock-tender all the time. Whether he was paid in both capacities or not, it is a bad practice, as I have shown, to allow an experienced man to leave his post and put a green hand in his place. If anything goes wrong on the canal in the absence of the regular employé nobody is responsible. Edward Armstrong, a tug captain, at pages 1364 and 1372, mentioned the fact that he was detained at a lock while going through the canal on account of the gas being turned down and the locks not being ready. Adam Kennedy says, at page 1472, that he was wheelsman aboard of the propellor "Armenia," of which Capt. Hume was the master. He has known the boat to be detained in the canal on account of the gas being turned down and the locks not being ready. He has known the boat to get on the bank and has had to get out lines and heave her off. He could not work the engine because he was afraid of breaking the screw. Now, there is direct evidence of loss being sustained by vessel owners through defective light on the canal; but somebody must suffer in order that Mr. Ellis may get free gas in his house. This same witness, Adam Kennedy, gives a good deal more evidence on that subject. I remember he said he thought the Government of the country was buying the gas by the thousand from the gas company—that he could not otherwise account for the deficiency of light at the locks. He did not know the Government were paying a bulk sum, and he thought that they were economizing in the gas. I would now direct your attention to the contract of McCleary & McLean for lumber. I do not say that these men are getting more than their lumber is worth, but I do say that their contract is not

honestly drawn. Amongst the items is one for balance beams at \$15 each, while, as a fact, they cannot be supplied for less than \$60 or \$75 apiece. They are not used on the canal now, although they are mentioned in the contract, and the effect of it is to enable the firm to get higher prices for the kinds of lumber that they are required to supply. I did not get in all the evidence on that point that I wished to submit, because the commissioner said that he had intimations that it was time to close up the investigation. F. T. Walton's evidence commences at page 1502. He says he was ordered to hire masons, by Mr. Ellis, to work on the Fork's road and Chippewa bridges at \$3 a day and board themselves. Thos. Hastings came at the end of the month and asked for their time, and said he would get \$3.50 a day for them. Hastings did not work there at all. Now, this Thos. Hastings was a great friend of Mr. Ellis. When he was examined on this matter himself he said that he did no work there at all. At page 1511 you will see further about Mr. Hastings' transactions. Hastings wanted Walton to certify to a bill for work he did not do at all. At page 1767 Hastings confirms the statement that Walton refused to certify to this bill. I come now to a matter which is very small, but I want to refer to it to show you the size of the man that has been managing the Welland Canal for the last ten years. I was almost ashamed myself to dwell upon such trifling transaction, but it is an indication of the character of the Superintendent, and shows what a very small man he is. Thomas Smith, at page 429, says that he signed a receipt or paper to Mr. Ellis on the day he got an order for some gravel. At page 1772 Mr. Ellis puts in a receipt signed by Smith with a cross, and dated 26th November, 1885. Mr. Ellis, at page 2123, says that this is the only receipt that Smith ever signed for him. When Smith, who had given his evidence somewhat reluctantly in the first instance, saw in the papers that Mr. Ellis was trying to make him out a liar, he came running to me with an order which he had been given for the gravel, and which had not been taken from him when he got the gravel. This proves beyond a doubt that the man that has been managing the Welland Canal for the last ten years simply traded off the Government gravel for \$1.50 worth of