

and ramming the same, &c., required, of course, a great deal of laborers' time, as also the working derricks, and attending upon the masons, &c., &c.

"The lock chambers had to be cleared out where necessary. In one case mud 4 feet high on one side of the lock chamber was found and removed; a considerable amount of laborers' time was used in stoning up and facing banks where the water was out and admitted of such necessary protective work being done. The raceways were cleared out everywhere, as usual, where necessary; leaky places attended to and puddled; bulkhead foundation on Lock 23 level was dug and puddled. The above descriptions cover a large amount of absolutely necessary work—nothing has been done anywhere that was not absolutely required to be done, and, I beg to respectfully submit, done without waste or carelessly. Still, many things have been done of course I cannot think of to mention in this letter.

"GENERALLY.

"I see, in referring to previous years' expenditures for the repairs, and for months of April, they have sometimes been above, and sometimes a little below the amount of last month. In 1887-8 they were lower because of deepening and widening going on, which left me much surplus and enabled the erection of the building at Port Colborne so much needed.

"The Albert street bridge is the last of any expensive work required that I know of, and I am sure that cost 25 per cent. less than if done by contract.

"The Bills of Supplies.—As we don't keep copies of these, and they are all down at Ottawa, I am unable to make any special references about them. Our supplies bill, like our pay-rolls, are always necessarily very much larger than at any other time (in the spring month). I need hardly say I shall be pleased to go over the whole of the items, either of supplies or anything else, with the Chief Engineer, whenever he may so desire. I think it will be found the bills for the supplies generally show on the face of them where the goods have been delivered, and what they are required for. I know I have always tried to get that rule observed ever since I came here, so that at any time in the future they would explain themselves.

"I may conclude by remarking I asked, under the head 'Supplementary Estimates required for the year ending 30th June, 1889':

"To erect permanent stone bridge across raceway under Albert street, town of Thorold, in lieu of existing rotten structure, \$2,000."

"And on page 47 in the Blue Book 'Estimates,' 'Overhauling superstructure of Port Dalhousie pier, removal of shoals, also construction of piers for bridge at Thorold, \$30,000.'

"Since the receipt of your letter this morning I have devoted myself every minute of the time since, to the exclusion of everything else, to furnish the information asked for, and hope it may be sufficient and satisfactory, as the time for closing the mails has arrived within a few minutes, and our men are already beginning to call upon the paymaster, as also the merchants—the 13th being the day he usually commences paying.

"Your obedient servant,
"WILLIAM ELLIS,
"Superintendent."

You can see by this letter that the Superintendent does not explain the expenditure of over \$1,000 on the Shiner's pond bridge (a township bridge), which was reported against by the Chief Engineer. He built that bridge at the request of a member of Parliament, and by his action in this manner conceals it from the Government.

Further, Mr. Ellis says that the "carpenters are employed at so many different places that it is almost impossible to convey in a letter like this anything but a mere outline."

Could Mr. Ellis have been thinking then of the carpenters that he had employed at his house, as the evidence at the canal investigation shows.

In fact, Mr. Ellis goes over a whole season's business in order to explain his pay-lists on the Welland Canal for the month of April, and putting in works that has not been performed, and leaving out important works, such as the Shiner's pond bridge, built without authority. But it is a satisfaction for me to know that the Government are looking after him sharp, as to money expended on the Welland Canal lately. They should have done so long ago in the interest of the country.

Whether my action in this House has brought about this result or not, by bringing it to the notice of the Government, you, hon. gentlemen, can judge.

Now, what does Mr. Bradley say:—

"OTTAWA, 20th May, 1889.

"SIR,—The Department has had under consideration your explanatory letter of the 13th instant, with regard to certain heavy expenditure incurred by you in connection with the works under your charge on the Welland Canal.

"While recognizing the necessity for the due maintenance of works and the responsibility resting upon you in the matter, I am at the same time to say that important structures, such as your letter shows you to have built, are of a character exceeding the limits of ordinary repair and maintenance, and involving, as they do, serious cost, should not be undertaken without previous full explanation to the Chief Engineer of Canals and on the special authorization of the Department. The Department is therefore compelled to impress upon you strongly the view that the powers entrusted to you are not unlimited, and that the exercise of those powers must in all important cases be subjected to the decision of this office, upon which the responsibility for the results entailed ultimately falls. It is trusted that you will not fail to guide yourself in the future by those observations.

"I am, Sir,
"Your obedient servant,
"A. P. BRADLEY
"Secretary."

"W. ELLIS, Esq.,
"Supt. Welland Canal,
"St. Catharines."

You would think that ought to be enough, but no! Here is another letter from Mr. Ellis:—

"SUPERINTENDENT'S OFFICE,
"WELLAND CANAL,
"ST. CATHARINES, 21st May, 1889.

"A. P. BRADLEY, Esq.,
"Secy. Dept. Railways and Canals.

"SIR,—In answer to your letter No. 78468 I have to thank you for the directions therein laid down for