to-morrow, and that the inquiry be the first Order of the day.

Agreed to.

The Senate adjourned at 6.05 p.m.

THE SENATE.

Ottawa, Thursday, February 13th, 1890.

THE SPEAKER took the Chair at 3 o'clock.

Prayers and routine proceedings.

THE MANAGEMENT OF THE WELLAND CANAL.

INQUIRY.

HON. MR. MCCALLUM resumed his speech on his notice—

That he will inquire what action the Government intends to take on the evidence taken before A. F. Wood, Esq., Commissioner, as to the conduct of the officials on the Welland Canal, in the management of that important public work.

He said: When the House adjourned yesterday I had just finished my remarks on what the commissioner calls Charge 8, regarding canal management. Now, I proceed with the 9th charge against J. E. Demare, Assistant Superintendent, causing trouble, and the question of the management of moneys. This Mr. Demare's name has been before the House several times. He is called Deputy Superintendent of the Welland Canal. He was formerly foreman, but since Mr. Ellis has taken charge he calls him the Deputy Superintendent, and we have several of them on the canal. I would call your attention to the evidence of James Bradley, page 206. He was discharged because he would not make a false report against a brother lock-tender, George Milward, at Mr. Demare's request. Demare wanted to put Milward off the canal and get rid of him, and Bradley reported to Milward what Demare wanted him to do. This is a serious matter. I said last Session, when addressing the House, that I considered that Demare was giving more trouble than any other man on the canal. Here he wants to make this lock-keeper, Bradley, report against another employé. There is also another lock-keeper who was discharged in very much the same way. (*See* Charles Collier's evidence, page 235.) He says he got discharged from his lock for refusing to go into a dirty place to work, off his division, when working on repairs. That he was ordered to do so by Messrs. Demare and Miller. Collier paid to the superrannuation list for fourteen years and has received no redress to this day. Mr. Ellis told him that he was discharged because he would not obey Mr. Demare's and Mr. Miller's orders. But this man Miller was working on construction, as they call it, under Mr. Page, and it is a question why this man, who was a permanent officer, was discharged for refusing to obey the orders of Mr. Miller, a man who had nothing to do with the matter at all. This is a case in which I consider a gross injustice has been done. I believe Collier to be an honest man, who ought to be reinstated. John Sutton says (page 776) that Mr. Demare called into his office one morning and asked him to sign a receipt. Then Demare changed his mind and wanted to see Mr. Ellis first. Now, what was this receipt? It purports to have been taken from one Johnston for work done on the steamer "Haskell." In my speech of last year you will find reference to this. Mr. Demare puts in this receipt, in answer to a letter of mine to the Department, when called upon to do it. It is supposed to be signed by this man Johnston, but the man is dead, and was dead at the time of the transaction; and Demare calls this man Sutton into his office before the investigation takes place and wants him to sign this receipt to show that he had paid Johnston. The papers as handed in by me last year are correct, except that there is a mistake in copying, changing $3 to $13. (*See* letter from Mr. Ellis—a copy to be found in the Senate *Debates* of last year—to A. P. Bradley, Esq., Secretary Department of Railways and Canals, dated 6th April, 1889, and receipts attached thereto). You will find some explanation of how this money was retained and not paid into the Government in the *Debates* of last year, and also moneys collected from the schooner "F. C. Leighton," $64.75. Demare paid himself $10 which he should have paid to the Government. Section 31 of the canal regulations provides that no officer employed on the public works of this country shall receive anything from the annual expenditure excepting his salary as a just compensation. These are the regulations which govern the canal, and under