

Stone hauled by team 20 miles along railway, running from quarry to works.

Government warned all along of the frauds but allow them to continue.

Pays bills as they come in.

When work completed Government issue commission to investigate.

Pending investigation, Government pays St. Louis balance of \$105,000 for wages that Chief Engineer discredited and would not certify to.

Commission unanimously report incompleteness, extravagance and fraud.

People's money lost.

No one to be held responsible.

MR. MULOCK :

"MR. SPEAKER,—In 1892 the Government represented to Parliament that it was necessary to rebuild a couple of bridges in Montreal, which involved an expenditure of about \$175,000, and Parliament was called upon to place that amount at the disposal of the Government. The facts are that we have already expended \$394,000 upon that work. I do not propose to cite controversial evidence or to make statements that I think can be, in the slightest degree, challenged. Therefore, in seeking to ascertain beyond controversy the amount lost, I will accept only the evidence offered by the defence. I consider it as a serious objection that the Government should have asked Parliament for \$175,000, representing that that would be the total charge upon the country, and that that amount should have grown to \$394,000 at least, actually paid out to date, with an unsettled claim for \$60,000 or \$70,000 more. Leaving aside the fact that Parliament was not properly informed as to the nature of the work, or the proposed cost at that time, I would take the transaction as it developed subsequently. It was said that changes of the plans were made. There is no question of that. It is said that the original estimate of \$175,000 was too small. I will admit that for the sake of argument. And I turn to one witness, about whom there can be no question. I refer to Mr. Douglas, the Government engineer who examined this work, and who, with his colleagues, the other commissioners, investigated the work and reported that, at the outside, it could have been built by competent contractors, less the superstructures, for \$200,000; and adding the cost of the superstructures, the total cost of the work, performed under the same conditions, would not have exceeded \$260,000.

NOW THIS IS THE HIGHEST SUM

at which this work has been estimated by any person, even on behalf of the Government. There were no engineering difficulties; the work was simply to pull down two old bridges over the canal at Montreal, one a bridge used for carrying railway trains and another for passengers and carriages, and to rebuild them in a manner more suitable to modern demands. The railway bridge was about 230 feet in length and 14 feet wide; the passenger and carriage bridge was some 48 feet