

I have seen these structures, and I know the cost of them is put down at the very lowest figures that a man's conscience would allow him to give. My conscience would not allow me to put it at so low an estimate, and I know something of carpenter work and am a judge of timber, paint and iron. Whatever the cost may have been, we have no more to do with that work than we have to do with the public works of France.

This man Morey built a boat house for Mr. Ellis. You will say it is all right, that there is no reason why Mr. Ellis should not have a boat house; but he has no less than three on the Welland Canal. I did not take any evidence as to who paid for the boats, but the cost of the boat houses, without taking into account the value of the stone work, was \$112. Mr. Ellis has three of them,—one at Port Colborne, one at St. Catharines and one at Port Dalhousie. I would refer you to the evidence of O. J. Phelps, M.P.P., at page 1537 of the report, to show that he built his own bridge. Now that was perfectly right. But when I took the evidence of Mr. Merritt, who is one of the stockholders in the Hydraulic Company, he admitted readily that under their lease they had to build their own structures, all but the upper race, and to pay the Government \$500 a year. I do not blame the Government for having leased those valuable water powers for such low figures, but I do blame the Government, if they continue to allow their officials to squander the public money on structures which should be built and maintained by the lessees.

Captain Sylvester Neelon, as respectable a man as there is in this country, says, at page 2334, that the chutes from the upper to the lower race were built by subscriptions from the millers and manufacturers; but since M. Ellis has had control of the canal he does all this sort of work, and considers it beneath him to consult the Chief Engineer of the Department on the subject. He says that he, and he alone, is responsible to the people of this country for the proper administration of the Welland Canal. As I stated before, he constructs these works for the purpose of increasing his popularity, and for something else; and that fact will give you some idea of the difficulties I had to contend with at this investigation. The witnesses who were called were respectable men, but they were opposed to me, and the only reason

I can give for their opposition is that they were milking the Dominion cow. One of them, I thought, had a very short memory. I refer to Captain Norris, who came there, and when I asked him who built these chutes formerly, his reply was: "I own the lower race." I asked him who built the chute from the second to the lower race formerly, and he replied that Captain Neelon could tell me that. Of course I asked him no more, because I thought Mr. Neelon's evidence would be quite sufficient. Then Mr. Norris asked permission to make a statement to the commissioner and complained that I joked him on the street that he should be satisfied with Mr. Ellis because Mr. Ellis had cut the ice in his pond. Now, I thought Mr. Norris should have been above retailing a private conversation which was nothing more than a passing joke on the street. However, there is the fact in the evidence, that he could not tell me who built the chute formerly. Now, what does Captain Neelon show? He says that the chutes from the upper to the lower race were built by subscriptions from the millers and manufacturers formerly, and that Mr. Norris was the man that had constructed them. Now Mr. Norris might have answered my question and stated the fact that the chutes were built by himself in the first place, although Mr. Ellis has since kept them in repair at the expense of the country. We have a system of water works at Port Dalhousie. They were built by Mr. Ellis without authority. We have a lot of plant at that place, but there is a watchman there, and I suppose the property is insured. At page 800 of the evidence Jonathan Woodall says that a firecracker set fire to the roof of Mr. Demare's house, and that in order to put out the fire he had to carry the nozzle up to the top of the house. Then at page 1420 Mr. Page says that this inefficient water works was built at a great expense to the country without his authority. At page 1394 the Chief Engineer says that he gave no authority to build the Albert street culvert and the knitting factory bridge. How much do you suppose this Albert street culvert cost the country? Over \$6,000; and yet Mr. Ellis built it without any authority. Neither was Mr. Page consulted about the building of the bridge over the stone road for the street railway company or the building of the dock at Port Colborne; he