

"Painting outside lockmaster's house and 11 pairs blinds.....	45 00
"Painting outside collector's office and 8 pairs blinds.....	30 00
"160 feet eave-trough and continuation pipe, at 15c.....	20 00
"342 feet gas pipe for railing around old pontoon, at 9c.....	30 78
"34 elbows and 'T's' for same.....	3 60
	<u>\$178 38</u>

That is a copy of the contract, and Mr. Miller received the amounts which I have read, though most of the work was done by the employes of the Government. Who certified to this account? Mr. Demare and Mr. Ellis. Mr. Demare was keeping the time of the men, and Mr. Ellis must have known what was going on if he was not blind. This is the house that I spoke of, in the foundation of which a swamp was discovered. It was formerly the collector's office, and had a vault in it; but in order to conceal a job they discovered a swamp in the cellar. But if there was a swamp, and the specifications stated that they were to take out the bottom to the depth of 16 inches and pack down 10 inches of clay and put in 6 inches of grout cement on top if it, that is the contract and it should have been carried out by the contractor. The pay-lists were brought down last year, and Mr. Abbott, the leader of the Senate, said jokingly to me that he would send all the papers to the Table if he was able. I went to the Printing Committee and I was afraid to ask for the whole of the papers printed, because if I asked for so much I would not get any. My hon. friend from Quinté (Mr. Read) was the chairman of the Printing Committee, and he is so exceedingly economical that he did not want to give me what I required. He did not want to give me the whole of the return, but if he had done so the public would have saved money. I had a great pile of the pay-lists for the last years and I have gone through them all. I mention this for the benefit of my hon. friend, so that he will not be too economical in the future. On looking over the pay-lists I found that this man who worked at Mr. Demare's house under the contract got paid the full amount of his contract; but I find at page 153 of this same volume of Sessional Papers that the employes of the Government on the canal are paid for doing this same work. If my hon. friend from Quinté had been more liberal with me, and printed

a larger number of these returns, I could have elicited a great deal more of just such information in the public interest. However, I have discovered enough to expose Mr. Ellis and his deputy. I come now again to the pontoon, and refer to the evidence of Edward Smilie. At page 678 he says that he worked on the pontoon that Mr. Miller was building and received his pay from the Government, Mr. Demare keeping his time. Henry Vanderburg says that Mr. Miller did not have the contract of caulking, and that it was done by Mr. Ellis himself. Mr. Page does not say so. Can any one believe that the Chief Engineer of Canals, whom I have known for forty years as a practical, honest man, would let a contract to any one to build a float with tongued-and-grooved lumber? I know him too well to believe that he would allow such a structure to be built. Mr. Page has promised to look up the contract for that pontoon and send it to me. I know, however, that the contractor was required to caulk that pontoon; that he was to find the oakum and caulk it, and that he did not do so, but that it was done by the employes on the canal at the expense of the Government. Samuel Houston, at page 896, says that he worked at the schooner "Defiance" with Smilie, and that he and Smilie got paid by the Government. He says, at page 913, that he built a box for the Port Dalhousie band waggon on Demare's orders, and was paid as if working for the Government. Evidence was afterwards given to show that this band box was used on the canal at times, and if that was the only sin Mr. Ellis and his deputy had committed in connection with the band hall they could easily be forgiven. But that is not all: it has been a source of considerable loss to this country in other ways. I know that Mr. Demare's connection with the Port Dalhousie band had the effect of keeping men in the employ of the canal who were unfit for the service. I do not wish to injure any one or prevent him earning his living, but I contend that a man should be something more than a musician to be qualified to work on the Welland Canal. William Tinline, in his evidence on page 925, says that the scow "Mud Hen" was detained at Lock 3 of the old canal, with a crew of three men, for two and a-half hours while Charles Hill hauled a trunk or valise from Mr. Ellis' house to the station.