

the report, says that he did not authorize any expenditure on Shiner's Creek bridge—that he reported against it—that such a work should be done by a vote of Parliament. I do not think you want any better evidence than that. Mr. Ellis himself, at page 2183, says that he did not report to the Government that he was spending \$1,000 out of the canal appropriation to build the Shiner's pond bridge—that he did not think it necessary or that they would expect it. The Government could not have known that he was building that bridge. At page 1891 he says that he got instructions from Dr. Ferguson, M.P., who said that he received the consent of the late Hon. John H. Pope to build the bridge out of the canal appropriation, because he could not go to Parliament and get a vote in the face of the engineer's report. I knew John Henry Pope for a long time, and from my acquaintance with him I know that that is not the way that he did business. He might have said to Mr. Ferguson: "Well, if you can get Mr. Ellis to build it, all right." But when was that? Two or three years ago; and the Hon. John H. Pope had departed this life before the work was commenced. If Mr. Ellis had any authority to build it, if he thought it was right to build it, why should he hide it from the Government? When they asked him why he was spending that money he did not give a straightforward reply. I asked him: "Did you not put it on the margin of the pay list, the same as other matters?" and he said: "No; the Government could not expect it. I got orders from Ottawa to not put it in the margin?" I do not credit that. Last year in this House I made a good deal of fun of his report on the three canals that he had under his charge, that he took care to mention that he drove a spike, that he put a link in a chain, that he put in a window glass, that he caulked a punt, that he filled a crevice in a valve with straw and manure. He loaded down his report with straw and manure, but he could not tell where hundreds of dollars had passed through his foreman's hands. Of course, it is not very pleasant to the Government to have one of their officials shown to the public in that way, and I have every reason to believe that he was instructed not to load down his report in that way again; but they did not tell him to conceal from the Government that he was spending a thousand dollars to build a bridge at

Shiner's Creek. At page 134 Nathan Morey gives evidence about building bridges on the stone road and street railway and across mill races, and about building chutes at the hydraulic race. I would refer you to the leases between Calvin Phillips and the Government, and the Hydraulic Company and the Government. Some years ago the Government of Canada leased to Mr. Calvin Phillips sufficient water power on the Welland Canal to drive six run of stone, for which they get the magnificent sum of \$150 a year. The balance of the water power from Lock 10 to Lock 2 on the Welland Canal is leased to the Hydraulic Company at \$125 a year. It was an improvident bargain, but still it is a bargain and must be carried out to the letter. But the money of the country should not be expended in building structures for the benefit of people who enjoy these rights at such small expense. The least they can do is to make such improvements as those I have been describing. I find they are paying any amount of money to cut ice during the winter for these people—work that they should do themselves. Why does Mr. Ellis do this? To get popularity and to get something else besides, as I will show by-and-by.

HON. MR. MCINNES (B.C.)—What? Not melted ice?

HON. MR. MCCALLUM—A testimonial. At page 552 of the evidence Nathan Morey is recalled, and he says that the bridge on the stone road cost about \$285, that it was made wider—that it is 42 feet wide by 24 feet long. This is a bridge across the race-way where some enterprising people in the city of St. Catharines have built a street railway. The chutes at McCormick's he says cost \$623.75, and from the second race into the lower race it cost \$495 (see pages 1526 and 1527). The first chute (the one which cost \$623) I believe the Government had a right to build; but the public had no right to be assessed for building the other one. It should have been constructed by the Hydraulic Company, as I will show further on when we come to that subject. Then there was a bridge built across the race from the stone road to the knitting factory at a cost of \$294.33. The man that gave these figures must have intended to create an impression that he was very accurate, but I am a pretty good judge of such work.