

away for five months attending chicken shows and other pleasures while the Government of Canada was paying him his regular wages, and paying another man to do his work; but he had a friend at court that could get him through. I find that this pamphlet of Mr. Rykert's is being circulated extensively in order to prejudice the public in favor of Mr. Ellis and to deceive the Government. That has been done on more than one occasion. See how nicely Mr. Rykert slides over the Assell case. In this pamphlet he says: "No doubt at all Mr. Ellis gave way to some of his friends to put this man Mr. Assell on half pay." I doubt if Parliament is aware that this man Assell was pensioned on the country. I did not know that we had a treasury board on the Welland Canal, composed of Mr. Ellis, Superintendent; Mr. Dunn, Paymaster; and Mr. Laurence, Clerk. Is the country ready to submit to that? If so, I am not. Even taking their own view of it, the transaction was something worse than a blunder. They say this Assell was an old man. So he was, and I don't doubt that he was a deserving man. He was an old soldier—a pensioner on the British Government. He used to be messenger in the canal office, but he got too old to work in Mr. Ellis' house and garden, and therefore another man had to be put in his place. Assell could not be discharged without raising a row, and Mr. Ellis had to provide for him in some way. They employed Thomas Hartley, and that was the object of pensioning Assell—they employed him because this man Assell was too old to do the work, so they pensioned him on the country at a cost of \$817.50. I now come to the 7th charge—allowing the use of Government property without authority. I would refer you to Edward Smilie's evidence, page 669. He says he worked on the schooner "Defiance," and was paid for that work at the canal office as if working for the Government, and that he had Samuel Houston helping him. Mr. Demare kept his time always. Smilie, I may explain, was the diver. At page 672 he states that he worked on the schooner "James R. Benson" at Rondeau Point, which is situated on Lake Erie, 147 miles from Port Colborne. He was sent away from the canal with the diving armor, and that is what Mr. Ellis calls "popularizing the Welland Canal." Mr. Demare sent the

diver with the diving armor 147 miles from Port Colborne, and you will see by the evidence of Samuel Houston, at page 895, that the Welland Canal was left without a diver from Tuesday till Saturday night. It is considered necessary to have a diver and diving armor constantly on the Welland Canal to protect the interests of the country and in case a stone gets into the canal it is necessary to remove it, to prevent damage to shipping, or in case something gets under the gates to prevent them from mitreing but here Mr. Ellis sends away the diver and diving apparatus 147 miles from the Welland Canal for days without fee or reward, and he calls that popularizing the canal. On this point I would refer you to Edward Smilie's evidence. The same witness says, at page 673, that he worked on the schooner "Oliver Mowat," owned by Folger Bros., Kingston. They charged for this work, and were paid by draft but they did not send the draft to Folger Bros., and when the vessel was returning down the canal they detained her from 8 o'clock in the evening until 6 next morning, in order to compel the master to pay the money, while in other cases no charge was made. The evidence I got upon this point was that the master of the "Oliver Mowat" was said to have been a little saucy to Mr. Demare, and he wanted to punish him.

HON. MR. POWER—Perhaps the master of the "Oliver Mowat" was a Liberal.

HON. MR. McCALLUM—I don't think that had anything to do with it. I must not say what I think about it, because I am here to state only facts, and not my own surmises. At page 669 Smilie says that he worked on the barge "Hall," and at page 671 that he worked on the schooner "F. T. Leighton," and that Houston and others helped him. At page 673 he says he worked on the propeller "Haskell," and got his pay from Mr. Demare. He got \$10 for that work, and says he got discharged for asking for it. At page 674 he says he worked on the schooner "Leadville," having the diving armor. He does not know whether the Government was paid for the armor or not. At page 676 he states that he worked on the barge "Manitowoc," and that he was paid by Mr. Demare \$6; that Houston