

tender on the canal. He said he was discharged off his bridge to make a place for a man named Secord, who had a broken foot; he was asked to go to the lock to make room for this lame man, but he could not go, as he had himself a lame back. Neither Mr. Ellis nor Mr. Demare spoke to him, and he has had no redress to this day. He had no friend at court, and of course he had to suffer. What did Mr. Ellis and Mr. Demare care for this poor man—what did they care if his family suffered through their tyranny? We use a good deal of paint on the Welland Canal. F. T. Walton, at page 540, describes this beautiful paint procured from Battle & Smith, that the lock-tenders stuck fast to. That paint costs \$1.90 per gallon, while good white lead could have been had for \$1.40 per gallon. Now, why do we use this poor paint on the canal when good paint can be purchased much cheaper? I cannot say; but I may mention the fact that Mr. Smith, of the firm of Battle & Smith, is a son of J. B. Smith, Mr. Ellis' broker. As for the quality of this paint, Charles Newbold speaks at page 599. He says they had to put canvas over the shanties to keep themselves from sticking to the paint. James Reynolds, at page 713, says that his clothes stuck to the paint, and he covered it with cotton. I inquired who had put on this paint, and learned that it was John Doig and Robert Johnson, members of the Port Dalhousie band. I knew it must either be the fault of the paint or the painters. On the subject of deficient light on the canal, I would direct your attention to the evidence of Isaac Johnson, at page 578. He was not on his lock the night young Clark and Miss Kennedy were drowned, but at Lock No. 4. His evidence is very unsatisfactory on that matter, but evidently from what he says the gas was either turned down or not burning at all. Had it been burning he would have told me that it was. Another matter to which I wish to refer while speaking of the maladministration on the canal, is the statement made by Charles Newbold in his evidence, at page 598, that a boy of 16 years of age was put on a lock to relieve a man that was sick, both drawing pay, no doubt. That I think you will agree with me is a very bad practice. I would now direct your attention to Roebert Foster's evidence, which will be found at page 211. Foster is the livery man of

whom I spoke a few minutes ago. It was impossible to find out from him the amount which he received for livery rigs furnished to Mr. Ellis, because his books had been destroyed. However, we learn this fact, that although Mr. Ellis is allowed \$300 a year for horse hire the Government pay his livery bills. I would direct your attention on this point to page 67 of the evidence, and also to the account of the money received by Mr. Foster and to the report of the Auditor General and the pay-lists. Mr. Foster's account in 1888 was \$291.50, and in 1889 it was \$454.50, divided between Mr. Chatfield and Mr. Ellis. John Ferguson gives evidence at page 642 as to the drowning of young Clark and Miss Kennedy. He says that he went to Lock 3, and then he had to run to Lock 4 before he could get any assistance to take these people out of the canal. This man Johnson was at Lock 4 instead of being at his own lock. John Wilde, a lock-tender, says at page 640 that he met Ferguson coming after a light and knew he was a stranger. This shows plainly that the gas was not burning at the time young Clark and Miss Kennedy were drowned, although the people of this country pay the gas company of St. Catharines \$10,000 a year for lighting the canal. I said a while ago that I did not like to assert that the transactions between Mr. Ellis and the gas company caused the loss of these two lives, but it is for the House to say how far they are responsible for that disaster. Taking all the facts in connection with the case, it seems clear that the gas was not burning on the night of that accident and that these lives might not have been lost if the gas had been burning at full flare.

Edward Smilie, referring to Mr. Miller's contract for building the pontoon, says at page 679 that they took six or eight sticks of timber to use in the building of the pontoon. Mr. Rykert did not ask Mr. Smilie a single question, because he felt that the witness knew too much about what had been going on.

Smilie also says that they took Government spikes in the presence of Vanderburg, and that after that they used Government spikes altogether for the pontoon. I have spoken already about the case of Alex. Abbey, from whom they collected money to pay Mr. Ellis' debts, on the condition that he should be employed on the canal at a certain rate per day. They said to