

pany would be great gainers if they could have the same service performed for them for \$40,000 or \$50,000 by a Bridge Company. As a question of economy it ought to be interesting to their stock-holders.

Do you think the stock would be taken up if this charter was granted?—I have no doubt upon this matter as I believe the work would pay ten per cent on capital expended, besides the Legislature of the State of Michigan passed joint resolutions last session, requesting Congress to aid such a work by a money grant. By the laws of Michigan a Company can be formed at any time for such a work.

Are there any bridges over the great rivers of the United States, and what comparison do they bear to the Detroit River?—Yes there are five bridges built or projected over the Mississippi, one at St. Louis, one at Quincy, Alton, and Rockdon. Two other points that have received the sanction of the United States Government, they are low bridges with draws. The commerce on the Mississippi at St. Louis, must far exceed that on the Detroit River.

How long have you been a resident of Windsor, and state your knowledge of the river?—I have been 16 years a resident of Windsor, and I have been particularly observant of the river both in summer and in winter. Having before me this great work that I set myself the task of accomplishing, I know every turn, depth and bend; I know where the ice accumulates to a great depth, and I also know spots comparatively free; between the Great Western Dock and the Central Michigan the ice is most heavy, many times 20 feet of anchor ice, and it will, at all times in winter, be a serious matter to keep up communication, and the cost enormous. The building of a bridge or tunnel would add 10 per cent to the value of the shares of the Great Western Railway, and the sale of the one million sterling stock in the London market, referred to by Mr. Irving, would be greatly facilitated thereby, if it is not already taken.

Have you had a business communication with Mr. Irving, on the subject of this Bill. If so, state what it was?—Yes. I had an interview with Mr. Irving, he representing the Great Western Railway. I proposed that the way to secure the interests of the Great Western Railway was to give them two Directors to be named in the Bill. He said no, he would oppose it unless we ceded to the Great Western Railway the control of the charter.

And then he withdrew.

François Caron, Esq., examined.

How long have you been a resident of Windsor?—Eighteen years.

You are perfectly acquainted with the Detroit River, state your knowledge of the difficulty of crossing in all seasons, if any?—The crossing is good in summer, but generally difficult and dangerous in winter; I have known the ice permanently fixed for six weeks at a time; no common boats could cross. I have also known that the very powerful and splendid boats of the Great Western Railway, could not cross for days together, while at other times they would be several hours on the passage.

Have you ever observed an accumulation of freight on both sides of the river on that account?—I have, to a large extent, and I have been told by members of the Board of Trade of Detroit, that on that account a large amount of freight and business has been sent by the roads south of Lake Erie instead of passing through Canada.

What effect has the removal of the freight business of the Great Western Railway from Windsor to Detroit had on the business of the Town of Windsor?—The effect is, that a great many families have left the town and moved to Detroit and other places; and has been a great loss to the business of Windsor.

What would be the effect of a communication by bridge or tunnel on the general commerce and well being of the Dominion of Canada?—It would be the means of securing the greatest amount of passenger and freight traffic from the great west through the Dominion, and would form one uninterrupted line of communication for the transportation of goods and passengers from the Atlantic to the Pacific, at this time the Detroit River being the only place where there is a broken line of communication.

And then he withdrew.

Alex. W. Powell, Esq., Governor of the Gaol at Ottawa, examined.

How long did you reside in Windsor?—About 4 years.

You are perfectly acquainted with the Detroit River, please state your knowledge of the crossing of the Detroit River at different seasons?—It is easy to cross in summer. In