

On the 1st February, 1867, among other matters entered into in conversation with Mr. Swinyard, the present Manager of the Great Western Railway, the matter of this very bridge was brought up. He highly approved of bridge scheme if it could be carried out; said that boats were inadequate for the service in winter, and that the Great Western Railway would guarantee \$40,000 per annum to any company that would build a bridge and pass over their traffic. Now, without any just cause, they oppose the granting of a charter.

State, in as brief a manner as possible, the necessity there exists for a bridge or tunnel at this point?—The communication is good in summer, as there are three ferry boats, and the Railway boats of the Great Western are then fully adequate to the work. The Great Western boat carries over fourteen cars at a time. In winter it is quite the reverse, as there are days that no boats could cross. I have known, in the winter of 1868, more than 300 car loads of goods waiting for weeks in Detroit, that could not be got across, and the Great Western yard, which contains 3 or 400 cars, would be quite full of empty and full cars waiting to get across. I have, myself, personally been from 9 o'clock, p. m., to 4 o'clock, a. m., all night crossing in the "Union," belonging to the Great Western Railway, which is a most powerful boat, and for many days there is no crossing at all. If we had communication by bridge, a number of wealthy people from Detroit would come to live in Windsor, and help to make up for the loss inflicted on store-keepers and others by the Great Western Railway removing all their freight business over to Detroit; but, independent of this, the trade and commerce of the two countries require this communication quite as much as they require the international bridge at Buffalo.

What has been your object in pursuing this work for so many years?—Simply to benefit the Dominion of Canada. I was aware that some day, when the people of Detroit awoke up to the importance of their position as a point of communication between the East and West, there would be a large concentration of Railways at that point. To benefit us as a people we must provide the means of passing that traffic by the shortest and most expeditious mode across our territory. Every passenger that crosses leaves us four or five dollars that we would not otherwise get, and every 100 lbs. of freight helps to enrich us as a people. The Great Western Railway lately has lost a great deal of this trade, which now goes south of Lake Erie, and all this has been brought about by the inadequate means of crossing in the winter. A lot of passengers come, find the river blocked, no crossing, or perhaps five or six hours taken up in it, they lose two or three trains and their connections, and swear never to come that road again. It is a notorious fact that for one through passenger now by the Great Western, there were three some years ago; these irregularities were so notorious during the last two winters, that they were posted all over the West, and the consequences were that the roads south of Lake Erie double their traffic, while they lost it.

The people of Detroit are now going to donate \$1,100,000 to help in four new Railroads from the West, South West and North (See map here put in). For us, as a people, or our institutions to derive any benefit from it, we above all things require a safe and certain mode of crossing the River Detroit. The solicitor of the Great Western Railway pretends that they have a charter, and some day will build a tunnel; it has been dormant (even if they have those powers) 11 years, and now when a Company comes forward and say, we will build a bridge or tunnel, they resist us.

It has been objected that a bridge would be in the way of the navigation of the river; state your views on that?—A bridge if placed in a proper position to accommodate to all interests, would not in any wise impede the navigation. There is not one vessel out of five hundred, either sails up or down the river. They are now all towed from lake to lake, as it is found to be quicker and less expensive. There are powerful tugs that take nine ships in one tow; but in case of a solitary vessel or two sailing, the Company could keep one tug to tow such through or under the bridge. There will be no difficulty with the navigation interests which do not concern the Great Western Railway. The American navigation interests are thirty times greater than the Canadian, and if a bridge is objectionable, they will object as it cannot be built without their sanction.

Can you give an idea of the cost of the Great Western Railway boats to the Company during the year?—There are two boats belonging to the Great Western Railway, one for passengers and one for freight; their yearly maintenance, &c., can be little short of \$100,000. In the winter of 1868, I had from very competent authority, the fact that the boat called the Great Western was costing \$1200 per week, or \$200 per day, consequently the Com-