

Tupper considered that the Government of the Dominion should make a grant of 5,000,000 acres of land, and a like quantity should be granted by the Government of the Province of Ontario. Grants of land in favor of such projects are the best mode of appropriating wild land that can be made, not only in the interest of the companies, but in that of the country at large, as by this means, capitalists abroad become emigration agents for the country, and settle its wild lands without expense to the country.

THURSDAY, 10th June, 1869.

MR. Fowler, of Toronto, appeared before the Committee, and read the report of Mr. Sykes (1867) to the Huron and Ontario Ship Canal Company.

MR. F. C. Capreol, who was also present, handed to the Chairman,

Letters from A. Welch and others, of Philadelphia, dated 13th April, 1867, from Mr. Wythes, London, England, dated 3rd February, 1868; from Mr. Hawkshaw, dated London, England, 24th December, 1867; and from A. M. Rendell, Esq., dated Westminster, England, 28th March, 1868, which were read.

FRIDAY, 11th June, 1869.

MR. Fowler again appeared, and read the report of Mr. F. C. Capreol on his (Mr. C's) Mission to England.

MR. Fowler read the report of the British North America Bank as to the character of the gentlemen who had made propositions to contract for the construction of the said canal.

MR. Sykes was also present, and was called upon to read his report on the nature of the soil, &c, on the line of the proposed canal, which he accordingly did.

MR. Fowler explained how the boring was done, as also the depths and nature of the soil.

HON. MR. Skead, who had been requested to attend, appeared.

The Chairman remarked that the Committee did not wish to impose on Mr. Skead the necessity of giving his evidence, if he was indisposed to do so, on a route which he might consider as a rival of the Ottawa River route.

MR. Skead disavowed all such narrow prejudices, and said he felt a deep interest in the prosperity of the whole Dominion and was an advocate for progress and Public Works generally. Instead of viewing these prospects as rivals, or opponents, he considered them as being both necessary and calculated to accommodate a different kind of traffic,—While the "Huron and Ontario Canal would be a Ship Canal, he considered such a channel as quite out of the question by the Ottawa route, which must be a barge canal. He thought that eight feet of water was as much as could be relied on at all seasons; and considered the fact of the necessary cutting being through the hardest granite quite conclusive against a deep water navigation."

Several questions were put to Mr. Skead, which he requested to be put in writing, which was done, and they were handed to him with a request that he would return written answers thereto.

SATURDAY, 12th June, 1869.

MR. Fowler again appeared, and read several documents shewing financial prospects of the Company. He also stated that the Messrs Freshfield, of the "Bank of England" would have no hesitation in furnishing the necessary funds for carrying on the proposed work, provided the grant of land was obtained from the Government. Also, that the labor to be performed, and the expenditure of from \$5,000,000 to \$6,000,000 would inevitably induce immigrants to settle on the wild lands of the Dominion and Provinces generally. That if the work does not go on the money will not be spent; and that the Dominion Government has a greater interest in the scheme than the Ontario Government; and that in his (M. F's) opinion, the revenue to be derived from the settlers will more than balance the contemplated grant of land to the company.

Hon. Mr. Tupper, C. B., suggested that, as the proposed expenditure was mostly to be made in Ontario, a compromise be proposed by the committee, viz; to ask the House of Commons to authorize a grant of 5,000,000 acres of land, provided the Ontario Government will grant the same amount; and by this means bring a pressure to bear on the