

Hon. Messrs. Campbell,
 Carling,
 Chauveau,
 Connell,
 Dorion,
 Dunkin,
 Galt,
 Holton,
 Macdonald (Cornwall),
 Wood,

Messrs. Jackson,
 Jones (Leeds and Grenville),
 Macdonald (Glengarry),
 Mackenzie,
 Masson (Soulanges),
 McDonald (Middlesex),
 Morrison (Niagara),
 O'Connor,
 Picard,
 Shanly,
 Street, and
 Walsh.

The Committee proceeded to the further consideration of Bill (No 42) to incorporate the Detroit Bridge and Tunnel Company.

The Clerk laid before the Committee, the evidence taken and printed in support of the said Bill, which is as follows:—

William Scott, Esq., Civil Engineer, examined.

By Mr. O'Connor :

What is your Profession?—Civil Engineer.

How long have you been in that business?—Over 30 years.

What were the character of the works you were employed on?—In England I was Engineer of Railway Works, Piers and Harbours, Water Works, coast protection and other works. In Canada I have been Engineer of Railway Works; established Pointe Pelée Light House in Lake Erie and other lights on Lake Huron, and in the United States, Engineer of Railroads. My experience as an Engineer extended over the range of the profession.

Have you had any experience in tunnelling?—Yes.

Do you consider it practical to tunnel under the Detroit River?—Yes, I consider it perfectly practicable and safe, judging from the nature of the strata as found by borings made in Detroit thirty years ago by the Water Works Company, 260 feet deep, and by the result of a well 70 feet deep, on the Canadian side, close to the river, both discovered nothing but clay to the depth required for tunnelling.

Do you consider it practicable and easy to bridge the Detroit River?—It is perfectly practicable and easy to bridge the Detroit River, and it may be done in two ways; first, a high level bridge, 110 feet above the water, and spans of 300 feet, to allow sailing vessels under. In 1865, I made a plan of such a bridge to lay before the National Convention a similar bridge, in every respect, only 80 feet high, has since been built and opened across the Mersea, near Liverpool, under which the ships sail.

The second and least expensive plan is to build a low bridge, having two swings, to be opened and closed by steam power, which can be done in 60 seconds, and as all vessels are now towed up and down the river this would not be objectionable; and in winter, or for six months of the year, the bridge would remain closed at the time when the crossing by other means is not attainable.

What would be the cost of a tunnel, or of a bridge according to those plans?—I have estimated the cost of a tunnel, such as is shewn in the plan here produced, to be from \$3,000,000 to \$3,500,000. The cost of a high level bridge would be \$2,500,000. The cost of the low level bridge with swings would be \$1,800,000.

When did you first conceive the idea of tunnelling the Detroit River?—I first conceived the idea of tunnelling the River Detroit in the fall of 1854, when I made surveys; and in February, 1855, I published a pamphlet shewing the practicability of such a work (pamphlet here put in, and refer to pages 9, 10, 11, 12 and 16.)

In 1865, I made surveys of the river, in the immediate vicinity of Detroit, for a bridge, and the result is shewn by a plan I laid before the Board of Trade and the International Convention at Detroit. A similar plan has since been carried out in England over the Mersea (plan here produced.)

I again made surveys and sections for tunnel last fall, in 1868 the result is before you in plan and section of tunnel.