NOTES OF EVIDENCE ADDUCED BY DEFENDANTS.

GEORGE BRUSH is Engineer and founder, makes engines, has manufactured engines for the last 21 years. Originally steamboat Captain. Knows the steamer Malakoff, knows her engines and boilers. Saw engines and boilers for the last time after the fire. Had not examined them for some years before the fire. The engine aboard the Malakoff was an old engine belonging to the "Great Britain," and was built in 1829. The engine was old, it was perhaps well built at first, it broke down several times while on board of the Great Britain. The engine and boiler would not at the present time be worth putting into a boat considering the improvements in machinery. At the date of the fire the engine and boiler would not bring more than the amount of old iron. They would weigh together about sixty tons at $20 per ton. We have made as many engines as any foundry in Montreal, and a great deal larger than any other in town.

CROSS-EXAMINED.

Never examined the engines before the fire, but saw them occasionally for the last 30 years. It is three or four years since the Malakoff was made out of the North America. Was on board the Malakoff in Tate's dock in 1859, is not positive, cannot say when he was aboard of her before the fire. Was on board the Malakoff perhaps the same year she was made. Is pretty sure he was on board when the old engines were placed on board of her. Thinks he was on board of her 3 or 4 years ago. Thinks he was on board of every boat in Montreal. Cannot say he was on board the Malakoff in 1859 before the fire. Cannot say whether he was on board in 1857, nor 1856, nor 1855. Knows the shafts of the engine were new. The boiler on board was that he saw in the "Niagara," in 1836 or 1837. Knows the boiler on the Malakoff was the one that came from the "Niagara," having seen it on the Malakoff; made the beam used in the Malakoff. Received more than one hundred and fifty pounds. The beam of engine is a small item. Never examined particularly the engine and boilers after being placed in the Malakoff. Never examined the engines particularly, but knew them well. A new frame costs one hundred and fifty pounds, new water wheels cost from one hundred and fifty to two hundred pounds. The engines in question were complete engines, cannot say they were perfect, thinks they were somewhat defective. Cannot say what it cost to place the engine on board the Malakoff. It would take more than the value of one engine, it would cost more than $1000 to take down and put up the engine in question. Bartley & Dunbar put the engine in working order. Cannot say what new parts were put in the engine, except the shafts, would not risk his life to cross the Ontario in a boat like that, thinks she ran for 3 or 4 years. The boiler on board the wreck is the same boiler he saw in the "North America." One half the steam would work an engine of double the capacity of that of the Malakoff now, owing to the progress in machinery.

JAMES DUNBAR, is an engineer employed in the manufacture of engines for twenty years and has had much experience in that line. Was not particularly aware of the condition of the engines on board the "Malakoff," before the fire. The reparations consisting of shafts and flanges were made by our firm. Never examined the engine in question. Knew it a little. Saw it thirty years ago on board the "Great Britain," the boiler is the same as that on board the Great Britain. Cannot say what was the value of the engine at the time of the fire. The engine and boilers are old fashioned. They would not bring as much as engines and boilers made upon the latest plans, but it would cost nearly as much to make them.

CROSS-EXAMINED.

Never saw the Great Britain navigate. Was on board of her in Upper Canada in 1837. An engine like that on board the Malakoff would cost as much in the making as a modern one, a modern boiler would not cost so much. It would cost twenty two hundred pounds to place an engine on board a boat capable of doing the same amount of work as that on board the Malakoff. To make a modern engine 48 cylinder 10 feet