

6. Bracebridge is a point where the railway systems of Ontario can readily converge to meet the traffic from the Canadian Pacific Railway, and your Memorialists feel themselves to be in a position to offer to make complete and satisfactory railway connections for all lines from Bracebridge to the Canadian Pacific, both at Callander and also at a point in the Valley of the Spanish River, 140 miles west of Callander, for a subsidy from the Dominion Government upon the said distance, of \$1,255,000.

7. Your Memorialists beg respectfully to offer, in the first place, to build a line from Bracebridge *via* Maganctawan Junction to the Canadian Pacific Railway at Spanish River, 185 miles, for a subsidy of \$5,000 per mile, being \$925,000.

8. Your Memorialists offer also to build a line from Bracebridge to the Canadian Pacific Railway at Callander, 100 miles, for \$8,000 per mile, being \$800,000.

9. Or, your Memorialists will build both (including the first forty-five miles, which is a common line) for a subsidy of \$1,255,000, or \$5,200 per mile.

10. As a condition of receiving such subsidies, your Memorialists would concede to all railways connecting at Bracebridge, absolutely equal traffic facilities and equal through running powers, to be settled by arbitration in case of dispute, and such other concessions as might seem fair or proper concessions to the Dominion Government to be imposed.

11. In the event of the Canadian Pacific desiring to exercise running powers over any portions of such subsidized lines, your Memorialists respectfully submit that it would be only fair to make the exercise of such running powers conditional upon reciprocal running powers being granted to your Memorialists over such portion of the Canadian Pacific Railway as might be available to be used by your Memorialists on their way towards their objective point at Sault Ste. Marie.

Your Petitioners submit, that with reasonable assistance they are in a position to afford a speedy, direct and the most convenient connection for the Ontario railway system with the Canadian Pacific Railway, and therefore respectfully pray, that Your Excellency will be pleased to recommend the granting of the aforesaid subsidies by the Dominion in aid of your Memorialists for the purposes and on the conditions stated above.

And your Memorialists will ever pray.

J. D. EDGAR, *President*.

Dated this 11th April, 1882.

ROBERT JAFFRAY, *Secretary*.

SAULT STE. MARIE RAILWAY COMPANY,

PRESIDENT'S OFFICE, TORONTO, March 25th, 1882.

SIR,—I have the honor to draw your attention to the fact, that the proposed line of this Company will form by far the shortest and most direct connection for the Railway system of Ontario with the Canadian Pacific Railway, since the latter route has been deflected down the valley of the Spanish River to the shore of the Georgian Bay.

This Company's line will pass from the neighborhood of Gravenhurst *via* Bracebridge, to a crossing of French River, at Coutries Bay, and thence, in its westerly course, to Sault Ste. Marie, it will strike the Canadian Pacific Railway at the Spanish River. This will form a line some fifty-five miles shorter from Gravenhurst than any line passing *via* Callander to the same point.

Powers to build a branch to Callander are also possessed by this Company.

It seems to be but reasonable that a Dominion subsidy should be granted to assist in affording the best and shortest connection for the Ontario system of railways with the Canada Pacific Railway, and if such subsidy be granted to this Company, it would be accepted upon the terms of granting to all connecting companies such equal rights of user, and traffic facilities, as might be considered fair by the Government.