

(thus saving to the public the construction of about 20 miles of railway.) From this point westward to *Cantin's Bay*, the projected Station on *French River*, the distance is between 50 and 55 miles.

That the *Canada Central Railway Company*, in a letter dated 10th February, 1877, proposed that the Company should build the Westward extension from *Pembroke* on this line, to the south-east corner of *Lake Nipissing* for a total bonus of \$1,440,000, being at the rate of \$12,000 per mile upon 120 miles; that payment of the subsidy should be made on the basis of 80 per cent. of the expenditure, the drawback of 20 per cent. to be paid on the completion of every ten miles, the line to be completed within three (3) years, and 75 per cent. of the value of rails delivered on the ground to be paid as the rails are delivered.

That Mr. *Fleming*, Engineer-in-Chief, to whom the proposal was referred, reports as follows:—

“ CANADA PACIFIC RAILWAY,
“ OFFICE OF THE ENGINEER-IN-CHIEF,
“ OTTAWA, February 16th, 1877.

“ The Hon. *A. Mackenzie*,
“ Minister of Public Works.

“ SIR,—I have the the honor to report on the proposal made by the *Canada Central Railway Co.*, in the communication addressed to you of date 10th inst.

“ I do not altogether concur with the view expressed as to the impossibility of finding a line and building a first class railway on the route originally laid down “ by the valley of the *Bonnechère*. It is due, I think, to an officer on my staff, Mr. “ *Hazlewood*, to state that the surveys which have since been made substantially “ confirm the report on the reconnaissance which he made in 1874. He was instructed “ to walk over the ground and report if it would be practicable to build a railway “ across the country in a direct course. On his return he reported that he felt quite “ safe in stating that a railway could be located on a direct course between the mouth “ of *French River* and *Burnt Lake*; in fact that the departure from a straight line “ would probably not increase the distance more than 5 per cent.”

He further reported on the character of the country between *Burnt Lake* and *Renfrew*, *via* the valley of the *Bonnechère* River, and expressed the opinion that there would not be any great difficulty in finding a practicable line for the railway.

“ While I have, as yet, seen nothing to alter my own views with respect to the “ general accuracy of Mr. *Hazlewood's* report, I am satisfied that there are no “ engineering objections to the proposal now submitted by the *Canada Central Railway Company* to extend the line westerly from *Pembroke* instead of from *Renfrew*.

“ Indeed the information obtained goes to show that a line with more favorable “ gradients may be obtained on the route now proposed to be adopted by the *Canada Central*, and that it will serve the interests of the country fully as well. I have, “ therefore, no hesitation in recommending that the proposal be favorably enter- “ tained.

“ I think it would be well to stipulate with the *Canada Central Company* that “ the gradients ascending westerly may be as high as 52·80 per mile, but that the “ maximum ascending in the opposite direction should be 26·40 per mile; and that “ the curvature and general alignment should be approved by the Department.”

“ (Signed) SANDFORD FLEMING.”

That the House of Assembly of the Province of *Quebec*, on February 13th, 1875, passed a Resolution, which was communicated to the Government of *Canada*, stating that “ according to the reports of eminent men on the nature and configuration of “ the ground, it appears that a trace which would follow the *Matawan* would present “ the cheapest, the easiest, the shortest route for the development of the vast com- “ merce of the West and of the *Pacific*, as well for the branch of the *Pacific* to the