

the through line to Fredericton could not be regarded as a feeder to the Intercolonial, the portion above mentioned, running to Boiestown, undoubtedly would bring considerable traffic to that railway, and would be a valuable feeder to it.

In view of the above opinion and the representations made, the undersigned recommends that Parliament be asked to sanction the grant of a subsidy of \$3,200 a mile to this Company to the extent of thirty-two miles, or not exceeding \$102,400, towards the construction of a road from the Intercolonial Railway at the Miramichi crossing above Wilson's Point, to Morans, near Demphy Village.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

#### GRAVENHURST TO CALLANDER, 110 MILES.

PROPOSED Grant of further subsidy at the rate of \$6,000 per mile, or a further sum in all of \$660,000, to such Company as shall be approved by the Governor in Council.

OTTAWA, 14th April, 1882.

SIR,—I have the honor to enclose herewith a memorial from the Ontario and Sault Ste. Marie Railway Company to His Excellency the Governor General in Council, praying that certain aid may be granted to assist that Company to build a line to connect the Ontario system of railways with the Canadian Pacific Railway.

I have the honor to remain your obedient servant,

J. D. EDGAR, *President O. S. S. M. Ry. Co.*

Hon. Secretary of State.

*To His Excellency the Governor General of Canada in Council:*

The Memorial of the Ontario and Sault Ste. Marie Railway Company,—RESPECTFULLY SHOWETH:—

1. Your Memorialists are only incorporated with full powers to construct a line of railway from a point at or near Gravenhurst in the District of Muskoka, or at such other points as the Directors may determine, thence extending northerly to French River, thence extending westerly and northerly, or in each way, as the Directors may determine, to Sault Ste. Marie or to some point on Lake Superior near Sault Ste. Marie, in the District of Algoma, with power to build extensions southerly to connect with the railway system of Ontario in such manner as the Directors may determine, and with power to build the said railway in sections, as the Directors may determine; also with powers to build a branch or branches to Lake Nipissing and Lake Temiscaming, and all the Company's powers are applicable to said branches.

2. Your Memorialists have \$250,000 of their capital stock subscribed by substantial shareholders who have paid up large sums in cash thereon, which have been expended in location, surveys and in construction at some points along the line.

3. Your Memorialists' main line will pass near Bracebridge, in Muskoka, and thence in a northerly direction for about forty-five miles, to a point, Junction A, south of the Maganetawan River, and thence proceeding in a north-westerly direction, crossing the French River at Coutrie's Bay, it will strike the line of the Canadian Pacific Railway in the Valley of the Spanish River, about 140 miles from Junction A.

4. From Junction A your Memorialists' branch line to Callander would be about fifty-five miles, making a distance from Bracebridge to Callander of 100 miles in all.

5. You Petitioners can see their way to considerable financial support towards the construction of their main line to the Sault, both from the aid which will be given by the Ontario Government and the substantial assistance to be contributed by the new Consolidated Midland Railway Company which has recently received special statutory powers to guarantee the securities of your Petitioners' Company.