

"in the line of the Quebec, Montreal, Ottawa and Occidental Railway, so as to secure a cheaper and more direct route communicating from Quebec to Ottawa and the West."

"Were the Government quite free to consider the question as an abstract one, entirely unrestrained by any pre-existing legislation or pre-existing contracts it is quite possible that the route you point out would be found to be the shorter one between Quebec and Ottawa."

"Your Board however is respectfully informed that under the existing legislation, whereby the Government is obliged to construct a line of railway from deep water in the Port of Quebec, *via* the City of Montreal to some point in the County of Pontiac suitable to cross the Ottawa, to connect with the Georgian Bay branch of the Canadian Pacific Railway, it is impossible now to make any such deviation as is proposed."

"The grants, or rather stock subscriptions, of the City of Quebec and of Montreal, are based upon distinct and well defined engagements with the Railway companies to which they were originally made, engagements which were subsequently accepted by the Government when it assumed the work; the one with the former providing for a line from Quebec to Montreal, the latter for one from Montreal to Hull. Reference to the terms and conditions of the by-law under which these subscriptions were made will establish these facts, and moreover, when the Executive in 1875 assumed the construction of the work, it was only undertaking to carry into effect enterprises which had originally been determined upon and respecting which engagements existed, as I have stated, between the Municipal Corporations and the old North Shore and Northern Colonization Railway Companies. The former company had undertaken to build a road

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