

ing the rights of the Provincial and Federal Governments, and consequently, pending such decision no grant can be made by the Federal Government.

The Minister considering the requirements of the Company reasonable and to be met where practicable recommends upon the advice and suggestions of the Minister of Justice, whose Report under date 8th November instant, is herewith attached that the Company may be permitted to expropriate for track and terminal purposes at Prince Arthur's Landing and from thence east to Current River, as follows namely: From McVicar's Creek, eastwards to Current River the breadth of 200 feet, shown on the accompanying plan; and that from McVicar's Creek westward and south of Water street, to the point where, as shown on the said plan, Water street turns in a northerly direction, that is to say:—at the most westerly point of junction of the extension of the wharf of Thunder Bay and F. and E. Company and Water street, the Company shall expropriate nothing more than they may be entitled to obtain in that way under the "Consolidated Railway Act of 1879," reserving to the owners of lots facing on the waters of Thunder Bay, and to the inhabitants of the village generally, and the Company providing such railway crossings and other facilities as will secure reasonable access to the waters of the bay.

The Committee concur in the foregoing recommendations, and submit the same to your Excellency's approval.

JOHN J. MCGEE.

APPLICATION FOR LAND ON EASTERN SECTION FROM CALLANDER WESTWARD
SIXTY-TWO MILES.

THE CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 26th October, 1882.

SIR,—I beg to hand you plans and profiles with books of reference, in triplicate of lands required for the construction of that portion of the main line of the Canadian Pacific Railway, extending from Callander westward to the north-east corner of Township No. 22; a distance of sixty-two miles.

The plans also show additional land required for siding and station accommodation at the 20th, 42nd and 53rd miles. To the former and the latter of these points it is expected large quantities of squared timber will be brought, by lake and river, for transport by rail.

The line for a portion of the distance passes through the Indian Reserve on the north shore of Lake Nipissing. The remainder of the land to be occupied is ungranted.

These documents are for registration purposes, with a view to expropriation and require the approval of the Governor General in Council, and the signature of the Minister or Deputy Minister. One copy to be retained in your Department; the other two you will please return to me.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 5th January, 1883.

SIR,—Referring to your letter of the 26th October, 1882, enclosing plans and profiles with books of reference in triplicate of lands required for the construction of that portion of the main line of the Canadian Pacific Railway, extending from Callander westward to the northeast corner of Township 22, a distance of 62 miles.

The plans also showing additional land required for siding and station accommodation at the twentieth, forty-second and fifty-third miles.