

stations, sidings, shops and other buildings, and equipped with a good and sufficient supply of Locomotives, freight, postal, and passenger coaches, and is now regularly running, carrying passengers, moving freight, and transporting the mails, in the most satisfactory manner, to the great advantage of the public at a cost of \$10,000 a mile in bonds of the Road, which together with the stock and bonuses, bring up the cost of Road, 41½ miles, and equipment, as it now stands, to a little over \$700,000.

The Company now find itself in the unpleasant position of its Bonuses and other Assets entirely exhausted, and its Road but partly built.

The Shareholders are fully impressed with the value and importance of their scheme, and the great need of completing it to Sarnia. Not only to the Municipalities along their Route, which are entirely without Railway facilities, but also to the Trade and Navigation of that portion of the Province of Ontario and to the Dominion as well, by connecting the Lakes of Erie and Huron, thus avoiding the dangers and difficulties of the Flats of St. Clair, and the constantly changing of Channel, which is now altogether in American waters.

The proposed Route runs parallel with the American Border in the State of Michigan for a considerable distance, with only the River St. Clair intervening, across which it is proposed to establish Ferries at given points, by which considerable advantages to that portion of the Province will be gained through the increased intercourse and traffic.

It is also expected that considerable advantages to the Peninsula of Western Ontario will arise by the completion to Sarnia in affording a short cut to the North-West by the Steamship Lines from that Port.

The completion to Sarnia and connection with Steamship Lines from there to the North West, would enable the Company to put on a regular Boat from the Government Harbour of Refuge, Rond Ean, to Cleveland, thus shortening the Route from Cleveland, Pittsburg, and Cincinnati, to Sarnia and the North-West by over 100 miles, and tend to bring considerable American travel and traffic through the Western Peninsula.

These advantages are now, for want of funds to go on with, in imminent danger of being lost to the Province.

It will cost over \$400,000 to complete and equip the 30 miles from Wallaceburg to Sarnia and build the necessary wharves, slips, and ferries, and a draw bridge over the Sydenham River.

The Company have not a dollar of cash or bonus, either Government or Municipal, but probably could raise \$200,000 on the Bonds of the under-
standing if the Government and Municipalities interested, would assist with
at least \$200,000 more.