

hereafter found that the proposed railway from Gravenhurst can effect a junction with the Canadian Pacific Railway more advantageously at any point west of this, the Company will afford facilities for making such junction.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

SIR CHARLES TUPPER, K.C.M.G., Minister Railways and Canals.

MONTREAL, 26th July, 1882.

SIR,—We have the honor to submit that it is expedient now to settle upon the point which is to form the western terminus of the Canada Central Railway and the eastern terminus of the Canadian Pacific Railway. This point we have to suggest should be fixed at 120 miles west of Pembroke, at which will be located Callander Station. This point will be the most convenient, so far as we are at present informed, for the junction with the proposed railway northward from Gravenhurst; but if it should hereafter appear that it would be more advantageous for that extension to join the Canadian Pacific Railway Company at a point further west, we have arranged with the Canadian Pacific Railway Company to facilitate its junction there in every way possible.

We have the honor to be, Sir, your obedient servant,

DUNCAN McINTYRE.

SIR CHARLES TUPPER, K.C.M.G., Minister Railways and Canals.

CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 26th July, 1882.

SIR,—A letter from Mr. Duncan McIntyre, contractor for the Canada Central Railway extension, and also a letter from Mr. C. Drinkwater, Secretary to the Canadian Pacific Railway Company, both of this date, upon the subject of the western terminus of the Canada Central Railway, and the eastern terminus of the Canadian Pacific Railway, having been referred to me, I have the honor to report,

By the Act upon which the subsidy is granted to the Canada Central Railway Company, 120 miles is the length given of the subsidized line and the subsidy of \$12,000 a mile is calculated upon this distance.

Mr. McIntyre now asks that Callander Station may be established at this 120th mile. The Canadian Pacific Railway Company, by the letter of their Secretary, Mr. Drinkwater, state that they see no reason why this should not be done and both parties undertake that if it is found more advantageous for the line proposed to be built from Gravenhurst to Callander to effect a junction with the Canadian Pacific Railway at a point west of this, they will afford every facility for making the junction.

Under these circumstances I can see no objection to the point referred to being fixed as the western and eastern terminus of the Canada Central and Canadian Pacific Railways respectively.

Sometime ago, I believe, Mr. McIntyre wrote a letter stating that he would agree to build the road to a certain point provided it did not exceed 130 miles in length, but this appears to have been an offer independent of any connection between the Canada Central and Canadian Pacific Railways, and I see no reason why it should affect the establishment of Callander Station at the 120th mile west of Pembroke.

I am, etc.,

COLLINGWOOD SCHREIBER, *Engineer in Chief.*

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