

Mariposa, Ops and Fenelon, they could not establish a satisfactory financial basis without a further sum of \$25,000 from the said town of Lindsay, which additional sum was at once granted.

That the work of construction on the line of the Victoria Railway was commenced in 1874, and was completed in the winter of 1878-9 to the village of Haliburton, in the township of Dysart, in the said provisional county of Haliburton, which is at present the northern terminal point of the said line.

That in the year 1876 it was considered expedient by the directorate of the Whitby and Port Perry Railway to extend their line to the town of Lindsay, thereby connecting the waters of lake Ontario at Whitby with the domain of the crown in the vicinity of Haliburton, and to aid in the construction of said extension a group was formed composed of the townships of Mariposa, Ops and Fenelon, and parts of Emily and Verulam, and the town of Lindsay, and the sum of \$85,000 was granted for that purpose.

Your petitioners having thus traced the financial history of this purely colonization road from its inception beg leave most respectfully to point out that the public spirit and liberality of the municipal and other corporations which have thus granted such material aid for the promotion of the enterprise in question have added vastly to the value of the domain of the crown in the Province of Ontario generally.

That your petitioners have learned from the reports of an exploratory party sent to examine the line between Haliburton and the waters of the Ottawa that there exists a vast fertile belt of land extending from the Maganatawan in an easterly direction towards the Bonnechere and along the valley known as the Bonnechere valley, and that the report of D. D. Hay, Esq., to Your Honor in Council represented the section of the country referred to as being a splendid lumbering district and eminently suited for agricultural settlement.