

standpoint, bringing as it will the resources of a very wealthy country into close proximity to the Capital."

"Resolved that this Council would respectfully suggest that this Railway should be encouraged by a subsidy equal to that granted to those roads already assisted by the Government of the Dominion at the closing Session of the Parliament in 1882."

Certified a true copy of a Resolution of the Council of the Corporation of the City of Ottawa, passed at a meeting of said Council, held on Wednesday the 25th April, 1883.

WM. P. LETT, *City Clerk.*

P. St. JEAN, M.D., *Mayor.*

#### Memorandum.

OTTAWA, 11th May, 1883.

The undersigned has the honor to represent that at the close of the last Session of Parliament a memorial, signed by nearly fifty members, was submitted, urging the grant of a subsidy to a contemplated line of railway running from the City of Hull up the Gatineau Valley, with a branch to Buckingham, the total distance to be covered being 127 miles, but that no action was taken in the matter, pending further examination.

The promoters of this railway have, during the past year, caused explorations and surveys to be carried on, and have now submitted the results obtained as embodied in a Report dated the 15th of April, 1883, made by Mr. A. L. Light, Chief Engineer of Government Railways in the Province of Quebec.

That Mr. Light states that the Railway known as the Ottawa & Gatineau Railway is intended to operate through a most fertile and prosperous section of the Gatineau Valley as far north as the Desert River. Above this point he states that there is a fine country, rich in precious metals and lumber. That the branch proposed is so located as to tap the whole of the phosphate region, and to connect with the line of the Canadian Pacific Railway near Buckingham. He also calls special attention to the fact that large tracts of fertile lands offer a field for immigration which would be developed by the construction of the road. He reports approvingly of the alignment, curvatures and gradients of the proposed line which he considers must eventually form a valuable link in the chain of roads constituting the Pacific, Inter-colonial and Ontario Railway systems.

That the Directors under date the 23rd of April last, represent that in the event of a subsidy being granted by the Dominion Government, well known capitalists are prepared to undertake the work of construction, and that very satisfactory arrangements have been made with several land companies on the other side of the Atlantic to promote the settlement of numbers of English, Scotch and Irish immigrants so soon as the country is opened up. That a memorial, dated the 28th March last, has been received, bearing the signatures of over seventy members, in which it is asked that a subsidy of \$6,000 a mile may be granted by the Dominion Government to aid their road, the cost of which it may be observed is set down by Mr. Light as \$18,000 a mile. The grant of aid is also urged by the Municipal Council of the City of Ottawa by a resolution passed on the 25th ultimo, the ground taken being that the road will bring the resources of a very wealthy country into close proximity to the Capital. The undersigned recommends that Parliament be asked to approve of the grant of a subsidy of \$3,200 a mile for the distance of fifty miles, or not exceeding \$160,000, in aid of the projected road, commencing at Hull Station in the Province of Quebec.

CHAS. TUPPER, *Minister Railways and Canals.*

#### MONTREAL AND WESTERN RAILWAY COMPANY.

PROPOSED SUBSIDY,—\$3,200 per mile first fifty-mile section out of St. Jérôme, not exceeding in all \$160,000.