

(13.) That the Memorialists represent that the heavy bonus referred to had been granted solely with a view to the town becoming a terminus, such expectation having been justified by the action of the Government in the selection of the Bonnechere route. They further urge that by the adoption of the present route the length of the connecting line west has been shortened by 20 miles, with a commensurate saving to the country; the subsidy payable under the Order in Council of 1878 towards the extension from Pembroke to Lake Nipissing, being the same as that payable towards the line from Douglas to Burnt Lake under the Order in Council of 1875.

(14.) That the latter fact was recognized in the Order in Council of April 18, 1878, in the following terms:

That though the line would be lengthened by this deflection to the northward, the western end of the subsidized line would, as stated, reach a point much further to the westward of this previously proposed terminus or junction with that portion of the Canada Pacific Railway proposed to be built under the terms of the Act to the French River, and would thus save to the public the cost of constructing about 20 miles of railway.

(15.) That the above applies equally, if not with more force, to the location of the Pacific Railway, north of Lake Nipissing, as at present proposed.

(16.) That the Government has (under the Order in Council of 1878) assumed running powers over that portion of the Canada Central Railway, lying between Renfrew and Pembroke, towards the construction of which the subsidy, granted by the town of Pembroke, was applied.

(17.) That the Memorialists submit: (1st.) That they were forced by the action of Parliament in 1875, to grant the subsidy referred to, to the Canada Central Railway Company.

(2nd.) That the granting of the said subsidy induced that Company to extend their road to Pembroke in 1876.

(3rd.) That the extension of the road to Pembroke enabled the Government to effect a change of route which resulted in a very large saving of public money.

(4th.) That this saving of public money was effected at the sacrifice of the local interests of Pembroke. They, therefore, pray that they may now be relieved by the Government of the future payment of any moneys on account of the said debentures, whether of principal or interest and also of a certain sum of \$3,500, the balance of right of way expenditure above referred to.

Respectfully submitted.

CHARLES TUPPER, *Minister Railways and Canals.*

No. 18,791.

OTTAWA, 11th January, 1883.

SIR,—I have the honor under instructions from the Minister of this Department, to enclose for your information an Order in Council passed on the 19th of May last, authorizing the submission to Parliament during the forthcoming Session, of a measure relieving the Municipality of the Town of Pembroke from certain pecuniary responsibilities incurred in connection with the extension of the line of the Canada Central Railway to that town, with a view to the securing for it the position of a terminus, a position of which it was subsequently deprived by the action of the Government.

The accompanying papers, and more especially the report of the Minister upon which the said Order is based, a copy of which will be found herewith, will afford all information in the matter.

I am to request that you will be pleased to cause to be prepared the necessary Bill to be laid before the House in accordance with the Order cited.

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

A. P. BRADLEY, *Secretary.*

GEORGE W. BURBIDGE, Deputy Minister of Justice.