

advantageous directly south of Pembroke, "but not more than seven miles south thereof" such point to be considered and known as the Pembroke Terminus.

(4.) That in 1873 the Company opened for traffic a line of railway from Ottawa to Renfrew, thirteen miles beyond Sand Point and thirty-four and a-half miles from Pembroke.

(5.) That the expediency of connecting the terminus of the Pacific Railway then located at a point in the neighborhood of Lake Nipissing, with the railway systems of Ontario and Quebec being at the time before the Government in the year 1874, what is known as the Bonnechere route was adopted as the line to be followed by an extension of the Canada Central Railway to such point, and on the 4th of November of that year a subsidy was granted by Order in Council to the Canada Central Railway to aid them in the construction of the line.

(6.) That the route selected by the Government running some thirty miles to the south of Pembroke, it became impossible for the Company to carry out the conditions of their Act of incorporation, which called for the construction of the line *via* Pembroke only, or even of the amendment thereto which allowed the line to be built seven miles to the south of the town. The Company accordingly, in 1875, obtained the passage of an Act, 38 Vic., Chap. 67, by which they were relieved of the obligation to build their line *via* Pembroke, the following being the pertinent clauses of the Act:—

"The said Company is hereby authorized to build the said Railway in the most direct and passable route from Renfrew village toward Lake Huron, and is also hereby authorized to build a railway to Pembroke from said Canada Central Railway, to be a part thereof.

"Nothing in this Act shall prejudice or affect the right of the Company to any subsidy or grant to which the said Company would otherwise be entitled."

7. That the Town of Pembroke, by the selection of the Bonnechere route, and the subsequent passage of the Act of relief referred to, found itself deprived, not only of the prospect of being a terminal point, or of being on the main linewestward, but of having any railway communication whatever, except under the charter of the Canada Pacific Railway Company, on whom the Act of 1875 conferred the right to build to Pembroke, the time for construction being limited to the end of the Session of 1881.

8. That under these circumstances, and with the view of securing for the town the advantageous position of a railway terminus, it was decided to accede to the terms proposed by the Canada Central Railway Company, and in 1875, the corporation issued in their favor debentures to the value of \$75,000, payable in twenty years, and bearing interest at the rate of 6 per cent. In the following year the Company opened for traffic the extension so secured, Pembroke thus becoming a terminal point, and the distributing centre for an extensive territory lying to the north and east.

(9.) That as represented by the present Memorial, in consequence of this apparently well assured and prominent position, the town grew prosperous, business sites were eagerly sought, foundries and manufactories were established, real estate advanced in value, steamboat lines on the Upper Ottawa were extended and improved, and confidence in the future of the town was general.

(10.) That in 1878 the policy of the Government was altered with respect to the Bonnechere route and an Order in Council was passed, dated the 18th April, by which that route was abandoned, and the Ottawa Valley *via* Pembroke was adopted for the subsidized line of the Canada Central Railway to connect with the Eastern terminus of the Canadian Pacific Railway.

(11.) That the said line is at present in course of construction and is now partially opened for traffic for a distance of 45 miles above Pembroke.

(12.) That the consequences of the change of route have, according to the Memoranda, been most hurtful to the interests of that town, business being represented as paralyzed, especially that of lumbering supplies, while the various industries which had sprung up, owing to the terminal position of the place, have ceased to require workmen.