

That rates of tolls have been lowered without the authority of an Order in Council, as required by the grant from the Crown, but merely on alleged verbal authority from the Minister of Public Works; and that preferential rates were in the same manner granted to vessels in which the Company had a controlling interest.

That it is admitted that this discrimination had the effect of preventing other vessels from calling at the harbor.

That a sum of \$14,533.11 appears in the Returns as having been appropriated by Government to the harbor in 1864, but appears never to have been expended on it, or to have reached the Company's hands, and your Committee have not ascertained what has been done with it.

In regard to the requirements of the harbor, your Committee find from the evidence that in order to make it properly available for a considerable traffic, the basin should be completely dredged out to a proper depth, and the piers extended to a considerable distance in order to protect the entrance, as it is now unsafe for vessels to enter the harbor in heavy weather.

It appears, too, that the prospects of the future revenue of the harbor and importance to the country at large, would justify the necessary expenditure.

That it does not appear from the evidence to be the interest of the Great Western Railway Company to greatly encourage the trade of the harbor.

That the general interests of the public would be best served by the harbor not being in the control of one large railway company, from which inconvenience will probably be experienced hereafter unless regulations will ensure to other railways and the public the use of the harbor and approaches thereto, without any discrimination or undue preference.

That since the harbor has been in the possession of the Great Western Railway Company great improvements have been made; and if the harbor is to be in the possession of one large railway company, the interests of the public will be better secured by its being in the hands of the Great Western Railway Company than in the hands of any other company.

That the present condition of the harbor is tolerably satisfactory, except that the area of the basin has been contracted in consequence of the constant accretions from the deposit of silt from Kettle Creek not having been removed by dredging.

Your Committee have not been able, from lack of time, to examine thoroughly the books of account of the London and Port Stanley Railway Company laid before it.

The evidence of witnesses is herewith attached.

All which is respectfully submitted.

GEORGE ELLIOT CASEY,
Chairman.

Committee Room,
May 23rd, 1874.

[In accordance with the recommendation of the Joint Committee on Printing, the evidence is not printed.]