

Mr. John Young and Mr. Thomas Adams were accordingly declared to be the Auditors of the Company for the ensuing year.

It was proposed by Mr. F. S. HEAD, seconded by Mr. LEWIS PAINE, and resolved unanimously—

“That the best thanks of the Shareholders be offered to the Committee of Investigation for the manner in which they have performed their duty, and that the Directors be authorised and requested to appropriate the sum of 1,500 guineas for presentation, on behalf of the Shareholders of this Company, to the members of that Committee, in whatever form and proportions they may prefer, as a slight acknowledgment of their services.”

THE SPECIAL MEETING was then constituted.

It was proposed by the CHAIRMAN, seconded by Mr. J. W. MACLURE, and resolved—

“That the consent of this Company be and is hereby given to the issue by the Wellington Grey and Bruce Railway Company, of its own Bonds, to an extent not exceeding \$12,000 per mile, of sidings laid down or to be laid down (but not to exceed 17 miles) on the said Railway, and on the South Bruce extension thereof.”

It was proposed by the CHAIRMAN, seconded by Mr. J. W. MACLURE, and resolved—

“That the Board of Directors be and they are hereby authorised, to make, concur in, or approve, such re-arrangement and re-construction, of the stocks and securities of the Detroit and Milwaukee Railroad Company, and to afford to that Company such financial aid, and to enter into such agreements for the leasing, or working of the line, or lines, of that Company, as they may deem necessary or expedient in the interests of the Great Western Railway Company of Canada.”

It was proposed by the CHAIRMAN, seconded by Mr. J. W. MACLURE, and resolved—

“That the Board of Directors be, and they are hereby empowered, to confirm on the part of the Company the amended indenture as to the London and Port Stanley Railway Company, referred to in the Act of the Ontario Parliament, 37 Vic., cap 61, entitled ‘An Act to amend an Indenture made between the London and Port Stanley Railway Company, and the Great Western Railway Company,’ and also to execute on the part of the Company, the covenant referred to, in the first condition mentioned in Section 1 of the said Act.”

It was proposed by the CHAIRMAN, seconded by Mr. J. W. MACLURE, and resolved—