

Jackson & Co's colossal contract, are found to have been awarded the contract for making the usurped section of the new project, to wit, this same Toronto, Guelph and Sarnia line—a line which running through a comparative wilderness and wanting as it did the co-operation of the local Municipalities, as well as the guarantee of the Province, could not have been attempted except with the assistance of Messrs. Jackson & Co. The history of these extraordinary Parliamentary proceedings is closed by the passing of an Act in the first part of the last Session, and subsequently amended in the same Session, authorizing the amalgamation with the Grand Trunk of any lines which intersect it—thus permitting of amalgamation with the Toronto and Sarnia line, which is virtually to deprive the Great Western of chartered rights, secured by specific act of the same Legislature.

So matters rested until April last, the Great Western Board feeling assured that the Grand Trunk parties would faithfully and honorably adhere to their promise of not having anything to do with the Guelph and Sarnia line, and feeling secure in their being a part of the Main Trunk, as so repeatedly and distinctly declared both by Parliament and the Government.

In the month of April, however, the Grand Trunk Prospectus was brought forward in England, and the surprise and deep regret of the Directors of the Great Western Company may be imagined when they found it to contain the Toronto and Sarnia line, not as a feeder, but as the Western Section of the Grand Trunk line; and the existence of the Great Western line, the pioneer of Railway undertakings in Canada, the legal Western