

ment permitting the Government, under certain conditions, to guarantee the interest upon the bonds of Railway Companies in Canada, and in 1850 they procured the passage of an Act of Parliament, authorizing Municipal Corporations to become shareholders in Railway Companies.

Acting upon the faith of these proceedings, which were always held to be the recognition of the Great Western as the first step of a great Provincial system of a Trunk line of Railway, the Directors of the Great Western Company were enabled to procure the support of the leading railway authorities in the United States, who had lines abutting on the two extremities of the Peninsula of Western Canada, which found their best and most natural connection along the Great Western line. Subsequently, the completing of a main trunk line through Canada was seriously discussed, (the promoters of the Great Western, be it kept in view, being the most influential parties in this movement,) and accordingly the Canadian Parliament, on the 30th August, 1851, passed an Act by which it was proposed to construct the Railway, under a guarantee from the Imperial Government. In the 4th clause of that Act, it is provided that "The whole of the Main Trunk line of railway, from the city of Quebec, or a point opposite thereto, *to the city of Hamilton, or some convenient point on the Great Western Railroad*, shall be made as a Provincial Work." And again in the 16th clause, it is provided that the Provincial guarantee, authorized by the Act of 1849, should be limited to the lines which form a part of the