

"This Committee are of opinion that the extension of the Toronto and Guelph Railway Company should not be granted."

This resolution was reported to the House, and after a debate, was negatived, *certain members of the Government, and now Directors of the Grand Trunk Railway*, voting in favor of the extension to Sarnia. The Act was accordingly passed, with a clause appended, giving the necessary power to construct the line from Guelph to Sarnia, such authority being comprised in a single clause at the end of the Bill, having no reference to the Preamble or other parts of the Act. The Government guarantee was however refused to this line, which, it will be recollected, the Act of 1851 declared should only apply to portions of the Trunk line, which this was not; the Legislature thus distinctly asserting their intention that the line should not be a part of the Grand Trunk and it is here necessary to state that the Great Western Board, feeling alarmed at the threatened introduction of competition into the country, sent a deputation to Quebec to oppose the Guelph and Sarnia line, and that at that time one of the Directors of this Company was distinctly assured by Mr. Jackson, that it never had been and never would be entertained to include the Toronto, Guelph, and Sarnia line as a part of the Main Trunk. The fulfilment of this pledge will be found in the fact that in the Grand Trunk Prospectus, this road is recognized as a part of the Grand Trunk, while it turns out that Messrs. Galt, Holton & McPherson, whose persistence in an independent course in regard to the road from Montreal west, would have been fatal to Messrs.