

of One Hundred and Twenty-five Thousand Pounds, and have adopted for publication, and have printed, published and passed the requisite By-Law."

Nothing that we could say could express so forcibly as the foregoing facts how the Government and the Grand Trunk have outraged the great principle so strongly advocated by Mr. Stephenson, of not sanctioning competing lines, even if they did not make equally plain that the faith of solemn engagements had been by them altogether disregarded.

Evidence was taken by the Committee upon the granting of the Guelph and Sarnia extension, and amongst others the following:

"The Honorable the Speaker examined:

"Question 18.—'Were you a member of the Railway Committee last year?'—'Yes.'

"Question 19.—'What was the understanding when the Toronto and Guelph Road passed the Committee?'—'*I distinctly recollect that the understanding was that the road was not to go further than Guelph.*'"

After discussion, the Committee, upon division, passed the following Resolution on the 30th October, 1852:

"*Resolved*,—That in the opinion of this Committee, "it would be unjust and impolitic to grant a competing "line with the Great Western Railway, such as that "asked by the Toronto and Guelph Company, in the "proposed extension of their line from Guelph to Sarnia, "there having been no evidence adduced to show to this "Committee that there would be more business than one "line could do; that the Province having taken interest "to the extent of one-half the cost of the road now "chartered (being upwards of seven hundred and fifty "thousand pounds,) that interest, as well as the interest "of the individual Stockholders should be protected.