

ble of which is as follows :—" An Act to amend the Act incorporating the Toronto and Guelph Railway Company."

The Toronto and Guelph Act had been passed in 1851, and the new bill was framed for the purpose of amending the provisions of the first Act, and removing doubts as to certain bonds which the Company had issued.

The Contractors for constructing the Toronto and Guelph line include Messrs. Galt, Holton and McPherson.

The notice for the new Bill contained the following words: "Also for power to extend the Railway to some points on Lake Huron and the River St. Clair, with a branch line to London and Woodstock"; but when the bill came before the Railway Committee, after the G. Trunk Bill had been passed by the Committee, the former was found to contain authority to extend the Guelph line to *Sarnia*, in the face of the latter place having already in the Charter of the Great Western, secured connection with the Trunk series of Railways, and Goderich having desired an outlet through the Goderich and Buffalo line then before Parliament, and their decided preference for which, the United Counties of Perth, Huron and Bruce, (the District lying between Guelph and Sarnia,) had declared by subscribing for £125,000 of Stock, which is thus referred to in the Preamble of the Buffalo and Goderich Act, which became law at the same time with the bill which limited by specific enactment the Grand Trunk line extension to Toronto, viz:

"And that among others, the County Council of the United Counties of Huron, Perth, and Bruce, have resolved to empower the Warden thereof to subscribe for Shares in the Stock of the said Company to the amount