

a guarantee from the Imperial Government, and finding that such a scheme could not be carried out, made some arrangements with a firm of eminent Railway contractors, to construct upon certain terms, the portion of the Main Trunk Line from Montreal, through Kingston, to Toronto. In the meantime, however, as before mentioned, the Governor in Council had, by proclamation, called into existence *private* Companies for the construction of that part of the line, and the necessary steps to organize the Companies had been taken. It appears that the stock was taken up mainly by Messrs. A. T. Galt, L. H. Holton, and D. L. McPherson, who were all three interested in the construction of the line.

These gentlemen (Messrs. Holton and Galt especially) strenuously opposed the granting of the present Grand Trunk Act, and not without reason set up their vested rights, called into existence as they had been by the act of the Government, under the authority of an Act of Parliament, and expecting as they did, to benefit by the construction of the line. The proceedings before the Railway Committee are on record, and it appears that despite the opposition of Messrs. Holton and Galt, the Grand Trunk Bill passed the Committee, and was ordered to be reported to the House. The opposition to it was still continued, but at length was suddenly, and without the decency of any alleged cause put an end to, to the utter amazement of the country at large; and the names which appear in the Grand Trunk Act, include those of Messrs. Galt, Holton, and McPherson, its bitter opponents when before the special Committee.

In the same Session a Bill was introduced, the pream-