

"the Eastern frontier of our said Province, hereafter to be
 "determined upon, to some point (hereafter to be fixed)
 "in the Parish of St. Joseph de la Point Levy, opposite
 "or nearly opposite to the City of Quebec, running thence
 "in as direct a line as may be found convenient to the
 "River St. Francis, in or near the Village of Richmond,
 "in the Township of Shipton, thence by the St. Law-
 "rence and Atlantic Rail-Road to the City of Montreal,
 "or some point on the South Shore of the St. Lawrence,
 "opposite or or nearly opposite thereto, and further ex-
 "tending Westward from the City of Montreal, to the
 "City of Kingston, or some other point on or near the
 "River St. Lawrence on Lake Ontario, in the vicinity of
 "Kingston aforesaid; thence to the City of Toronto ;
 "*thence to the City of Hamilton, or some convenient point*
 "*on the line of the Great Western Railroad, and thence*
 "*to the Detroit River, including any part of the said*
 "*Great Western Railroad, which may be constructed*
 "*from the City of Hamilton to the Niagara River,*
 "as provided by an Act of the said Legislature, passed in
 "the said Session thereof, chaptered seventy-four, and in-
 "tituled, "An Act to extend the Provisions of an act
 "passed in the present Session, intituled An Act to make
 "Provision for the construction of a Main Trunk Line of
 "Railway throughout the length of their Province."

What ingenuity or what sophistry then can assert that
 the introduction of the line from Guelph to Saravia is
 not a breach of faith towards this Company, and the
 introduction of competition into this country ?

Again there is the fact, that the same Government at
 the close of last year, actually advanced to the Great
 Western Railway Company, *as part of the Main Trunk,*
 and under the authority of the already quoted Act of
 1851, a sum of £200,000 Stg.