

cash, the interest portion of the account is saved, the necessity no longer exists for heavy stocks laying upon the shelves for months, money will be turned over monthly, instead of yearly, 2 per cent. profit upon goods turned monthly is better to the merchant than 25 per cent. heretofore turned annually, it is obvious the farmer saves the money; but the merchant is an actual gainer; in like manner the tables being turned, does the farmer save in sale of his produce, and the merchant gain. Again, wheat sold to-day will be in Portland four or five days after; upon being shipped the sterling bill on England is drawn, the risk is promptly transferred from the Canadian to the English merchant, the profit is certain, interest account is again merged, thus the annihilation of time and space. In these several places of purchase and sale the farmer pays his substantial part with cheerfulness and profit, and the merchant effects the changes with an increased realizing profit and certainty to which heretofore he was quite unaccustomed. The only conclusion I can arrive at is, that every interest benefits by the railway system of communication, and the agriculturists being the strength of Canada, the bearing of this subject upon them is more beneficial than upon others as a class, because more extended, and as a matter of course in like proportion should railways receive the countenance and support of the country.

It may be borne in mind that this mode of communication, because artificial, never ceases, is never disturbed, its existence as a communication for all practical purposes is more easy and certain of control than the bounty of nature can give by her navigable streams and rivers; in winter the waters are closed with ice, in summer often exhausted by drought for a limited period; the railroad is neither locked up by cold, or dried up by heat, nor confined by rivers, lakes or mountains. For example, the course of our own railway to Peterboro': By what possible means could the timber of the everlasting forest be brought out, or the supplies carried back so cheaply and with such facility without change of bulk, over hills, across various rivers and waters as by railway?

By what other means could we bring into active use every foot of water power on the route, to make profitable forests of timber, quantities of which would otherwise form but ash for the fallow? Instead of carrying timber to the road, the Engineer overcomes nature's obstacles and carries the road to the timber. The maple will no longer yield to the axe of the destroyer for waste on the mountains or valley, but will become a cheaper comfort to the distant fireside.

I can come to no other conclusion than that the system of railway communication is indispensable to the prosperity of the Canadian farmer; without its convenience a continued disparity would prevail when comparing his position with those of his profession living in countries where the locomotive speeds its course, such disparity would ever cause a well grounded discontent that would sooner or later lead to agitation for changes, political or otherwise subversive of

happiness, prosperity, and contentment, the very reverse of the picture that now shadows forth the position of Canada as favored, prospering and contented.

Mr. SUTHERLAND said, that in a town on the other side of the lake, when it was proposed to build a second railroad through it, people said it would never pay; now four railroads pass through the same town and they have all as much as they can do, in fact the merchants of the place told him that they had sometimes to wait weeks for their goods, from the inability of the railroad to forward them. In the neighbourhood he spoke of farming land had risen in value from \$20 and \$40 an acre to \$80 and \$100 per acre, he had no doubt that railroads laid out with judgment and in proper localities in this country would pay well.

Mr. MASSON said, this railway agitation had done him £500 worth of damage; he (Mr. Masson) was about buying a farm for £1500 but since the railroad began they would take no less than £2600 for the same farm, therefore he was not satisfied with the railroads; he thought them good for the country generally, though they had not been good for him in this instance, as he could have bought a farm before much cheaper than he could do now.

Mr. PHILLIPS thought that railroads were the greatest improvement that we had ever in the country, though he did not think that our present high prices were altogether caused by them. He thought that they had a tendency to raise the prices of all kinds of farm produce, as they placed the producer in the country almost on a level with those in the neighbourhood of large cities, and they would enable us to reach the seaports at all seasons of the year. He thought farmers had been already more benefited by the making of the railroad in this Township than all the taxes they would have to pay in ten years would counterbalance.

Mr. ALCORN, had no doubt that the completion of the main trunk railway would greatly improve the farmers' position, as it would enable him at any time to reach any market he chose; besides, it would place our merchants and millers in a much better position than they were in before; now they had often to buy wheat and wait three or even six months before they could get it to market, thus running a great risk of prices, besides the interest of their money.

~~~~~

VALUE OF LIVE STOCK IN THE UNITED STATES.

Taking the last census as the basis of calculation, there are at this time about six hundred million dollars worth of live stock in the United States. Their value exceeds that of all the manufacturing establishments in the country, and also exceeds the capital employed in commerce, both inland and foreign.—*Farm Journal*.

There will never be peace in the palace while there is distress in the cottage.