

duce, therefore, lies on their hands with that on those of the miller until the ensuing season. Our mills must therefore stand still because like the bees we are sealed up in the winter, idly consuming the fruits of our summer's industry. With a Railway we could make flour in winter of a better quality and cheaper proportionally, because we have more time, cooler weather, and cheaper transport of the wheat—while our chances of high prices would be better, and risk of souring less.

Nothing would tend more to the extension of Manufactures, particularly the numerous and valuable ones of Wood,—the only description we would for some time export,—than the existence of Railways;—nothing would more rapidly build up, what every country should have, a *home market*—place the consumer near the producer—keep our surplus population at home—promote the growth of wool,—the cultivation of hemp,—the settlement of waste lands,—the employment of our unlimited water power,—and the expansion of national enterprise.

If we would *now* have manufactories, (cotton for instance,) we must lay in our winter stock of raw material in November and allow our manufactures to accumulate until April or May before they can be distributed; while in New England, the train which takes up the wool to the water power upon Monday, returns with the manufactures of that wool in the same week. These quick returns beget small profits, with which under our system it is vain to attempt competition. When we consider the amount of unprofitable capital "winter killed,"—the loss of winter prices on the seaboard,—the cost of transport by wagons,—the feeding of horses, and the rate paid in the towns for a scant supply of articles, valueless in the country, we repeat again,—Canada loses by the want of Railroads and winter markets enough to build fifty miles of Railway every year.

It is the estimate of the most competent authorities, that a Railway of ordinary length draws to its support, from the inhabitants of any district through which it passes, a net income of between ten and fifteen shillings per head on the total population tributary to it. The net earnings of the Massachusetts Railways exceed sixteen shillings and threepence per head for each inhabitant of that State. The New