

County to a position among the first in the Province; a position not the less enviable for being the first County which has given pecuniary aid to a Railway Company; and I have no hesitation in saying, that *if the Northern Road were not built, Simcoe would tax herself to almost any amount to obtain a Road.* Shortsighted and narrow indeed must be the policy of those in authority, in any section of the Province, having work for a road, (and where in Canada could a road be built that would not find ample employment,) that will not render aid to its construction; as they would be repaid ten-fold by the increased facilities of intercourse, the rapid rise in the value of property—landed and otherwise—and the bringing into market of their wild and unproductive lands.”

Angus Morrison, Esq, M. P. P., commenting on the above correspondence, says:—

“While I can fully endorse the valuation of property given by Mr. Lount and Mr. Hartman in the letters you have enclosed, I would remark that these gentlemen have reference only to lands within a limited distance of the line of Railway, whereas every portion of the County has been enhanced in value, partly on account of the general increase in land, but *chiefly*, in this section, through the Railway.

“If we take into consideration the whole extent of the County, it will be found to contain about 1,160,000 acres; and although distant parts are not of course so much benefited by the Railway as others along or near it, still a pretty correct average may be struck in the following way, viz: allow for one-half the County an increase of ten dollars per acre, and for the other half four dollars: we have the following result:

“ 580,000 Acres at	£2 10,	equals	-	-	-	£1,450,000
“ 580,000 “	1	“	-	-	-	580,000
“ Total, - - - - -						£2,038,000

producing a positive increase of over two millions of pounds to the actual value of the County, solely through the judicious investment of its securities to the extent of £50,000, in the Northern Railway; and however astonishing these figures may at first sight appear, they will be found by any one, closely examining the question, to be rather under than over the mark.

“The inhabitants of Simcoe are fully aware of the immense benefits already derived from the construction of the Northern Railway; so much so that I feel convinced that before they would consent to be without it, they would make efforts of no ordinary kind to secure what they have found so essential to the prosperity and convenience of a rapidly-growing farming as well as manufacturing community. The County of Simcoe was formerly one of the poorest and most backward in the country; it now assumes a progressive, prosperous and prominent position.”

A writer in the Canadian Almanac gives a much higher estimate of the increased value of land in the same County:—

“Few persons could have foretold the extraordinary increase which has taken place in the value of land, in the remote Townships through which the Northern Railway passes. Leaving out of view, altogether, the sites of villages or new-formed towns, and giving attention solely to farm land within