

make it a good commercial speculation, and at the same time afford abundant accommodation for all the increased traffic which is sure to follow the construction of a railway.

No doubt for some little time there was a prejudice against narrow gauge line, but after a thorough investigation of their merits in Europe and America, the advantages shown to belong to them have crushed all opposition and they are being extended upon an enormous scale in the United States in Europe and in Asia; in Europe I would mention the three countries of Russia, Sweden and Norway as affording an exact and practical illustration of their perfect safety and applicability in and to countries which can boast of as much frost and snow as falls to our lot here.

The experiments made in England as to the capacity, and advantage of the narrow gauge were in the presence of persons of the highest position, and the London "Times" reporter in commenting upon them in March 1870, before setting forth the facts established, says "The statements we are about to make do not rest solely on our authority. The various commissioners and other observers met together under the Presidency of the Duke of Sutherland, compared their notes point by point, and came to a perfect agreement as to the facts which they were prepared to vouch for. Our facts, therefore, have the authority of documents, signed by the Duke of Sutherland as chairman of the different meetings which were held, by the Russian Imperial Commissioners, by the commissioners of our Indian Government, by Capt. Tyler of the Board of Trade who acted as Secretary, etc, etc," in addition to these personages mentioned by the Times were Engineers from most of the European Governments.

The same reporter in speaking of the great cost of railways in England says "For one thing in future railways the cost of land will be immensely diminished. Time was, when the land had to be purchased at exorbitant prices, and when directors, indeed, had to fight proprietors in parliament for possession of it.

"Now the owners of land are in many instances willing to give it freely for the sake of the advantages returned to them by the railway passing through their Estates."

If this is the case in an old country where ordinary fair land is worth from 250 to \$500 per acre (arpent) how much stronger must be the reason for such assistance on the part of landowners in this country where the present value of the land is comparatively trifling, but where all the advantages to be derived from railway communication