

of Simcoe since the opening of the Northern Railroad. While admitting that part of this increase is due to other causes, Mr. Fleming endeavors to show that the *great cause* is the Railroad, and in this opinion he is well sustained by a host of correspondents.

Joseph Hartman, Esq., M. P. P., writing on this subject, says:—

“Where timbered lands, furnishing material for lumber, exist, a larger proportionate increased value is given by the construction of the Railway, because the cost of rendering timber and lumber available for market, where the only means of transport is by waggons or sleighs, prevents any large amount being carried the distance of 30 or 40 miles, while the Railway reduces that cost more than one-half.

“In estimating the value of farming lands, I am guided by actual transactions in the buying and selling of farms in this vicinity—many farms having changed hands here recently.

“A brief calculation of some of the advantages to be derived by the farmer, from the facilities afforded by the Railway, will enable any one to see how the farmer must be benefited by living in the vicinity of such a work. At this distance from Toronto, (Whitechurch), the cost of transporting wheat to that market is at least 6d per bushel, when carried in waggons. When carried by Railway, one-half of this may easily be saved, and I think under favorable circumstances, more; but assuming that only 3d per bushel can be saved on wheat, and that the average crop be 25 bushels per acre (it has of late exceeded that here) we have in this one item alone a saving of 6s 3d an acre per annum, or, in actual value, upwards of twenty dollars added to each acre of land. Although cordwood is not now carried over this road, there is a home market here for all the cordwood to be spared from this part of the country, and at a price much in advance of what it would be worth without the Railway; in fact, land covered with hardwood only, is considered more valuable than without the timber, as within from five to eight miles of a station, the wood will pay a very handsome profit on the expense of clearing—in some cases equal to the value of the land without the timber.

“I may also mention that everything capable of being converted into money in Toronto, commands ready sale at almost every point along the line of Railway, for cash, at Toronto prices, deducting freight: this was not the case five years ago. Butter, eggs, fruit, vegetables of all kinds, (except occasionally potatoes,) poultry, game, &c., were formerly looked upon as of small importance as articles of trade: they now command prices which render their production exceedingly profitable. Much of this increased value must be attributed to the facility afforded for transport by Railway.

“I am not aware of any attempt to use this Railway as a means of transport for supplying the City with milk, but I am persuaded dairymen will before long find an advantage in keeping their cows on some of the rich pastures bordering on our streams, and employing the Railway to convey their milk to the City. The cost of keeping cows in winter will be less here than in Toronto.”

It is evident that the increased value thus given to agricultural produce