

they are connected with the sea involve disturbances of their lines of outlet by the opening of new routes, the shortening of old routes, the reduction of through-charges by expansion of local traffic, &c. &c. The economics of transportation having found neither space nor circumstance for evolution at home, have been evolved on this Continent under a free and wide competition; and in an extent and volume of result so great as to have forced themselves upon thoughtful observers in American practice, in the form of generalisations unknown to the professional training which has given shape to the railways of England and of Canada.

The Great Western follows the bend of a bow—that error of design subsequently leading to a ruinous competition along the string. The Grand Trunk goes to Quebec by way of Richmond—to strive for through-business under the disadvantage of an unnecessary length of 19 miles, with the North Shore. These are errors of the past; but they are reproduced in the recent blunder which lays an embargo on intercourse between the Upper and the Lower Provinces over the Intercolonial, by an addition to the proper length of the line of perhaps 35 per cent. The alignment that we see on the map meandering for 20 years from Toronto to Barrie, and from Barrie to the East and to the West, comes down to us reproduced by the experience at the service of Canadian railways to-day, in a line not even yet finished—that which wanders from Toronto to Orangeville, and from Orangeville to the West and North. A similar ignorance of movement on a great Continent lays down a line which is to go on from Montreal to failure at Ottawa; whereas by following its mission, it could grasp success at a junction with the Canadian Pacific on a direct line to the crossing of the River above Allumette. And not only the routes and the lines, but also even the gradients, of the railways of the country conflict with the Continental teaching which carries considerations of the carrying-trade into the determination of even a railway's mechanics.

The trunk lines of Canada having been glanced at, the remainder are but a series of short branches. That branches do not pay as distinct properties, is an axiom of universal acceptance by experience in the United States; but it is still not truer than that trunks whose directions are determined at random, or though determined on principle, take a shape in contempt of important considerations of economy, cannot be expected to pay. In short, then, the railways of Canada,