

object. The City of Albany gave for the same purpose \$890,425—the amount subscribed by private Stockholders only being one-third of the cost of the road. Georgia, Michigan, Delaware, States all inferior to Canada, have been equally liberal. They could not wait for the overflowing of accumulated capital, to seek out these projects. They considered the State “but one wide extended charity to aid, protect and benefit each other”—the patron of the public good. Massachusetts looked upon the Western as a State work; and upon the interest of the people at large as paramount to any individual or corporate ones which might desire this work. Canada must so consider Railways from her seaport to the heart of her Western territory. The towns and cities on the route contain sufficient commercial intelligence and wealth to lend their credit for a large portion of the stock, and if the agricultural interests hold back, their representatives should be further appealed to. An hundred thousand pounds may be obtained by pledging the honour and the industry of a corporate town, where five thousand could not be spared by the *individuals* composing that town;—because the interest only will be required,—of the burden of which the road upon completion will relieve them, and at the same time undertake the extinguishment of the principal.

Upon the same principle with still less inconvenience, the Canadian people at large, through their Government, may with equal propriety and benefit, procure the means for constructing any eligible line of Railway, by paying, for two or three years, the deficient interest on its cost. But it is highly desirable that wealthy inhabitants and corporate towns and bodies should take the lead and management. The Government stand ready under the late Act to second their efforts—and we have no doubt would advance a step further to meet private action, rather than see a deserving project fall to the ground.

We cannot any longer *afford* to do without Railroads. Their want is an actual tax upon the industry and labour of the country. Men may talk, says an eminent New Englander,