

miles from Guelph north-westerly, and on a line nearly equi-distant from existing railways, is all that is required to connect Lake Huron at a point, or points, named in the charter, with Lake Ontario at Toronto, *via* the Grand Trunk from Guelph to the last named city and port.

With a view to illustrate still more minutely the imposing area of country your railway is destined to serve, we may imagine a circle to be described, having its centre in the Township of Normanby, and with a radius of about 45 miles; its circumference will be found to pass from Goderich very nearly along the line of the Goderich Railway to Stratford, from Stratford along the Grand Trunk through Berlin to Guelph and Acton, and thence curving through the Townships of Erin, Caledon, Albion, Adjala, Tossorontio and Sunnidale, it will pass along the Northern Railway to its terminus at Collingwood Harbour on the Georgian Bay. It will then follow the line of coast to Owen Sound, traverse the Indian Peninsula to Saugeen, and finally reach Goderich, its starting point, after sweeping the coast of Lake Huron. This circle contains an area of 6000 square miles, and it is well worthy of note that no similar circle, having more than *one-sixth part* of the land area just mentioned, can be described in any part of the settled portion of the Province of Canada, within whose limits there has as yet been less expenditure of money in the construction of public works of any kind. If we assume that round the south-eastern semi-circumference of this great circle, the existing railways by which it is bounded will serve a strip of country from 20 to 25 miles wide, there will still remain nearly two million acres yet unsupplied by railway service, and it is through the heart of this extensive tract of land that legislative