

Market, for long distances, through bad roads, is beginning to be clearly understood by those most interested; by comparing notes with their more favoured brethren who have the advantage of a Railway almost from their doors, they begin to find out, that if they wish to keep pace with the times, and secure a fair profit for their labour they must have a Railway also; the time that is spent in bringing their produce to Market, might be much more profitably employed on their Farms, independent of the expense at taverns, their horses time, and the wear and tear of waggons, harness, &c. It is not too high an estimate to state, that a saving of at least 6d. for every bushel of Wheat brought by such means to Market, will be saved to the producer. Not being in possession of any correct data on which to base a reliable calculation, I am not prepared to state what per centage on the whole outlay may be expected. By a comparison of the outlay with the direct and indirect advantages resulting from the construction of other Railway Lines, the Central Line may fairly expect an amount of business in proportion to the present assessed value of the land, fully equal to other localities in the enjoyment of such facilities. What the pecuniary amount of the business may be, cannot be ascertained until produce statistics have been compiled. For the present, therefore, this must remain a matter of conjecture. I am not aware that it can be considered absolutely necessary in the present instance, as the necessity of constructing a Railway from Owen Sound to the shores of Lake Ontario by the shortest and best route appears to be admitted by all parties. The certainty of an increase in the value of the land adjacent to the proposed Railway consequent on its construction will, no doubt, be a great inducement to the several Townships to take stock in the undertaking. The necessary expenditure of a large amount of money per mile for construction in each Township, will also be a consideration to those most interested. As a through route, and possessing the advantages described in the preceding portion of this Report, a fair proportion of the through traffic may be safely relied on without any fear of serious competition. It may be urged that the construction of the Central Line would interfere with the operations of the Ontario, Simcoe and Huron Railway. No doubt