

argument on that point in this pamphlet shows that there is no difference between the two countries in the rate of working-expenses by reason of difference of climate. All the elements of intrinsic merit in railway-enterprise being seen, therefore, to exist in full force here, the general fact that Canadian railways are not profitable must be referred to some extraneous cause.

The Public Land Surveyor has been, with but a few exceptions, the best material offering here to the local demand for Civil Engineers. Those gentlemen had to study their new work as they went on with its execution; and while they deserve credit for their mastery of field-formulary, should be blamed but tenderly for their want of professional breadth. The English routine which they have succeeded generally in carrying out, they have seldom ventured to modify even at the demand of overruling reasons. Their practice wanted originality. But be this as it may, the confused mass of lines shewn by an inspection of a railway-map of Ontario, betrays a want of knowledge of railway-economics by what is ordinarily the guiding intelligence in popular action—that of the profession within whose province the subject lies. While making this statement as a duty to the reformation of a great interest of the country, I beg leave to cover any seeming of discourtesy in the case to gentlemen who have come into the profession, by confessing frankly that, had I not unlearned my own British training I should, in all probability, have done no better in giving *system* to the railways of Canada than they.

The experience at the service of railway-design here has been obtained under conditions totally inapplicable. That design found in England its Liverpools and its Londons established beyond disturbance; and had before it, therefore, but the simple duty of moving out its lines from those fixed points to their points of supply. Even those points of supply—the Manchesters, the Wolverhamptons, &c.—had been all settled *a priori*; and the new conditions of transportation involved disturbances too small to overcome the state of facts by which they had been determined. Here, however, all this is different. While Baltimore, New York, Boston, Portland, Montreal, are engaged in an undecided race for the trade of the same regions of the Continent, the aggregating points of those regions are engaged in a concurrent race of their own; met at every turn by competitors in the form of new developments; and all this while the vast distances by which