

for the future railway system which the prospects or possibilities of the country would seem to demand. The system of lines thus to be projected may consist of a single trunk line with branches at proper intervals, or it may be a number of lines running in the direction which traffic would seek, or on which in the public interest it would be desirable to lead it. It is considered important to take this step in advance of settlement, because even a few settlers frequently acquire considerable influence in a new country, and, as is sometimes the case, they may succeed in warping or twisting a trunk line away from the most advantageous position to another and inferior position, in order to suit their adventitious and purely local circumstances. Thus, general interests which, in the future may be of the greatest importance, may suffer through comparatively insignificant local interests unduly magnified for the moment. Having determined the lines upon which the railways some time or other are to be built, the next step is to select at proper intervals the most suitable points for the stations, and from these, and these only, to project all the branch roads of every class that are likely to be required.

Thus the road system of the country to be colonised is proposed to be projected and the position of the several lines definitively fixed, but as the line of railway in some instances may for many years be used as an ordinary road before it finally be converted into the steam communication, and as it could scarcely be designated a railway until it became one, the term "territorial road" was suggested. This term it was proposed to apply to all trunk lines destined ultimately to become railways.

Having established the position of the territorial roads and the points on them for future railway stations, the next step is to lay out at the latter points sites for villages and towns. Along the territorial road lines it is designed to erect a telegraph and to make in the first place a common cheap road, such as are usually made for the first requirements of settlers. It is also proposed as time rolls on to give employment to such of the poorer settlers as might require it, in improving the road, having in view always its ultimate purpose, and thus form the groundwork of the future railway by a series of progressive stages corresponding indeed with the progress of the settlement. It is designed that the line shall be used as a cart or waggon road in its rudimentary state, the rails to be laid and the railway to be completed only when the demands of traffic or the exigencies of the country require the steam communication.

The scheme undoubtedly has much to recommend it. Settlers