

for two or three years, the deficient interest on its cost. But it is highly desirable that wealthy individuals 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.

The Act of Parliament above alluded to has since been repealed. Its benefits have been confined to the Trunk Line—the County of Simcoe—and a portion of the Eastern Townships.

It remains to be seen whether the “North Shore,”—the Ottawa,—Peterborough and Stanstead interests, can obtain the same Provincial aid as has been accorded to Sherbrooke and Simcoe.

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, about the burden of taxes to build Railroads, but the tax which *the people pay* to be without them is an hundred fold more oppressive.

Our unoccupied routes have in themselves a value—but until there are charters, organization, and a fitting spirit and appreciation of Railways shewn, there is nothing to attract the passing capitalist.

The readiness with which the Upper Canada Municipalities have taxed themselves within the last two years, is highly creditable to their intelligence, and a proof that self-taxation for local improvements is not considered a burden. Port Hope, with a population of 2500, has subscribed £50,000 to her Railway—taxing herself nearly \$10 per annum on each person. Toronto has given £100,000 to the Guelph Road and £50,000 to the Simcoe and Huron Line. There must be something in a system which induces towns and counties to make