

uncertain track over the icy hills of Eastern Canada. Far away to the South is heard the daily scream of the steam-whistle,—but from Canada there is no escape: blockaded and imprisoned by Ice and Apathy, we have at least ample time for reflection—and if there be comfort in Philosophy may we not profitably consider the

### PHILOSOPHY OF RAILROADS.

---

NEW commercial enterprises, however well supported by dry and accurate statistics, are not often undertaken upon imperfect information—through the representations of theorists or politico-economical writers—or even when supported by bright analogies, and the most authentic records of the success of similar undertakings amongst similar communities. It is true, that well-established systems become the subjects of stock-jobbing and speculation by parties ignorant of their uses or real value; but their origin and maturity are the work of the well-informed few, whose foresight has been rewarded frequently before it has been acknowledged. In older countries the feasibility of public projects and their value as speculations are more speedily ascertained than in our young and thinly populated Province, and any attempt to transplant a system, or found arguments for the latter from the experience of the former, is at once met with disparaging and “odious” comparisons. The intrinsic merit of the question,—the absolute instead of the comparative value of our own projects,—are not often inves-