through which the road passes, men of larger capital and of higher education than the original settlers. It is felt too in municipal affairs: in taxation, for instance, with a view to the improvement of roads and bridges, and building of school houses. Finally, it is felt in the growth of general prosperity and advancement in the conversion of luxuries into wants, which increasing wealth always induces: in the rapid increase of the consumption of foreign importations, in place of ruder homespun; and in a universal assumption of many of the desirable accompaniments of civilization and refinement, with a dash perhaps of their follies and griefs. The instances which have been cited of the remarkable advantages which have resulted from the construction of a Railway through a country of not more than average fertility. apply with equal force to every section of Canada. If, however, with similar advantages of termini, whether from lake port to lake port, or from frontier to frontier, the additional acquisition of soil of higher fertility and climate of greater moderation, can be secured, the more encouraging will be the results obtained. It cannot be doubted by any one, who in the full strength of five years experience considers the questions involved in our Railway policy, that most remunerative and unoccupied fields for Railway operation are still easily to be found in Canada.— Without any invidious selection, let us glance at one which has many recommendations.

The only practicable harbour on lake Huron, north of Goderich, is near the mouth of the Saugeen. Here there exist no connections beyond those offered by country mud roads in the fertile townships of the valley of the river of the same name, with either western or eastern markets. A Railway from Guelph to Saugeen would at once connect Lake Huron with Lake Ontario at Toronto, and ultimately with Lake Erie at Buffalo. It would pass through a region not only partially settled, but containing a soil of unsurpassed excellence, and a climate far less subject to excessive alternations of heat and cold than the country bordering the Northern Railway. The increase in the value of land due to the construction of such a line, would pay all cost in a year from its completion; and, judging from late experience, there can no longer be any question, that the wisest conceivable policy for the municipalities of the townships between Guelph and Saugeen would be to hasten on by liberal guarantees, the projection, progress, and completion of a work which would suddenly bring to them an industrious population, political

influence, and enduring wealth.

Whatever may be the future value of Canadian Railways considered as property only, there can no room for conjecture