

of permanent money value and productiveness to the bleak and inhospitable elevations of the Scottish Highlands. No doubt but several of the wastes of the old country are susceptible of profitable improvement, but *in general* the same amount of capital and labour bestowed on the naturally rich level lands of Canada would, in the long run, be attended by much larger profits. The generally prosperous condition of our Scottish settlers is a sufficient proof of the correctness of this observation.

To effect an entire change in the present state of the Highlands, Mr. Mackay suggests several conditions, all more or less important aids for ultimate success. The abolition of the laws of Entail, increased facilities for the transfer of land, and the encouragement of railways by Government, partly by pecuniary aid, and also by ignoring and repudiating all exorbitant claims of damages by individual proprietors and corporate bodies, remarking that, "It is too bad that railway companies should in these days be under the necessity of buying up the good will of every small proprietor who may on the most trivial pretence threaten opposition. If Parliament ceased to listen to such claims, railway companies would not have to fear their opposition, and would be saved those heavy 'douceurs' which so cripple the resources and swallow up the rightful dividends of the undertakings. Parliament listens to these absurd claims, and to this fact we are further indebted for the expensive deviations from the simplest line which we so often see. If two lines are equally easy of construction, or nearly so it is, of course, the duty of a railway company to select that which may be least offensive to the taste or prejudice of the proprietor through whose land the line passes. But it is surely unfair, on the other hand, that the necessities of the public should be kept in subordination to the caprice or whim of anybody who chooses to put himself in their way.

"In the Highlands especially, railways are a benefit to all classes, and to none so much as to the landowners through whose property the lines pass; so that the very mention of damages seems ridiculous, when the advantages are so great and so self evident. Such are the benefits resulting to the landed interest from railway communication, that instead of anticipating claims for damages, on the score of affecting the amenity of residences, or the revenue of ordinary road trusts, and such like, we might rather expect the landholders to come forward, offering their lands, free of all charge to any company who would under take to supply them with such a boon as a railway. The grounds on which these claims for compensation are made are so utterly untenable that we only wonder that they have ever been given effect to.

"We heard not long ago of a proprietor exacting damages on account of having the amenity of his residence disturbed by the passing of a railway on the opposite side of a broad navigable river! The Inverness and Aberdeen Junction Railway, on equally good grounds, has had to pay heavily for anticipated damage to the trade and revenue of the Findhorn Bridge! And why has it not to compensate the steamboat companies along the coast for the presumed loss of traffic they will sustain? Why are not all the common carriers along the road compensated for their loss? Are there not vested interests at stake in these cases as well as in the other? It will be difficult to define the limit to which the principle, when admitted at all, is to be confined."

Are the Long-Woolled Sheep of Tweedside Pure Leicesters?

By JOHN WILSON, EDINGTON MAINS, BERWICK-SHIRE.

Happening a short time ago to meet with an acquaintance who is a breeder of Leicester sheep, our conversation turned upon the discussions which had taken place last year, first at Kelso and afterwards in Edinburgh, upon the proposal which had been made to have in future two distinct classes of Leicester sheep at the Shows of the Highland Society. This naturally enough led to the question which I have placed at the top of the communication. As the gentleman referred to seemed much interested by some facts which I then adduced in support of the affirmative of this question, and expressed the opinion that they would be equally interesting to many others, I am induced to give them publicity.

All who take an interest in this question are aware that the proposal referred to above was made with the view of obviating the very great dissatisfaction which has again and again been produced by the way in which the premiums for Leicester sheep have been awarded at the Shows of the Highland and Agricultural Society of Scotland. The Directors of that Society, with the laudable motive of avoiding partiality, or even the appearance of it, have usually endeavoured to procure judges wholly unconnected with the district in which their Show is held, and have frequently obtained a portion of them from the midland counties of England. When the latter class of judges have been a majority, as at the last Show at Berwick, they have with perfect consistency awarded the prizes in every instance either to sheep from the south, or failing these, to such as approached the nearest to the English type. And so it has happened that the Border sheep, although constituting the vast majority in point of numbers, have been entirely ignored, and the prizes have been given to animals which, in the opinion of near-