

Railway passes. Leaving out of view, altogether, the sites of villages or new-formed towns, and giving attention solely to farm land within five or ten miles of the track, the following curious results derived from unexceptionable sources, furnish an unexpected and startling proof of the local trade created by the Northern Railway:

Present average value of Land per acre, in nine Townships through which the northern half of the Northern Railway passes,.....			£	0	0
Average value before the construction of the Railway,.....			1	10	0
Increase of value,.....			7	10	0
Increase due to the construction of the Railway,.....			6	0	0
Increase due to other causes,.....			1	10	0

The results are even more striking, when the calculations are made upon reliable data, for the fertile and long settled townships which border on the centre of the line, some thirty and forty miles from Toronto.

The present average value of farms per acre, within five miles of the Railway, and on either side, is £16. Between five and fifteen miles from the Railway it varies from £16 to £14 per acre. The average value before the construction of the Railway was from £8 to £6 per acre, giving an average increase in value of £8 per acre, since the construction of this great artery of communication. The increase solely due to the construction of the Railway may be estimated at one-half of the actual increase, or about £4 per acre within fifteen miles on either side of the track. To other causes, such as immigration, increase of population, and the sudden increase in the general value of land throughout Canada, the other remaining half of the total increase in value may reasonably be attributed. We arrive at a true conception of the amount of positive wealth which the construction of the Northern Railway has created in the counties through which it passes, if we confine ourselves merely to the average increase in the value of land, without touching upon the vast wealth of industry in its multitudinous forms, of husbandry, lumbering, milling, &c., &c. Assume the Railway to be 70 miles long, instead of 95, and the land lying within ten miles on both sides of the track will embrace, 896,000 acres, which at £4 an acre of increased value will give the gross sum of £3,584,000, springing from the mere construction of the Railroad alone. This sum amounts to more than thrice the cost of the whole line; and it is not an imaginary or even an unproductive capital, for it is continually helping to settle the more distant townships, and introduce by purchase into the older townships