

the immense cost of labour in their construction, the celebrated Mr. Thom asserts that water-power for propelling machinery at Greenock can there be furnished from 10 to 20 times cheaper than steam power, even with the assistance of coals at the cheapest at Glasgow.

The foregoing statements plainly shew that for a period of eight years, from the year 1842, the population of Canada East has increased 184 per cent.; while the increase of that of Canada West, during the same period, has been 62½ per cent. In Canada West, that of the county of Simcoes has in the same time increased 104 per cent.; that of the county of York, 60 per cent. In the county of York, the townships of Vaughan, King and Albion, 74 per cent.; Markham, Whitchurch and East Gwillimbury, 21 per cent.; the city of Toronto, 64 per cent. That, in 1850, the North and East Ridings of the county of York had a population of 35½ to the square mile, the South and West Ridings of 53 to the same area.

That the county of York has an area of 1-14th or 7½ per cent. of that of Canada West.

That its ratable property, in 1850, amounted to 1-8th or 12 per cent. of that of Canada West.

That its population, in 1850, was 1-7th or 14½ per cent. of that of Canada West.

That the North and East Ridings of the county of York, in the year 1850, had 83 head of cattle and horses, and produced 1,586 bushels of all kinds of grain to the square mile; while the South and West Ridings, in the same year,

had 110 head of cattle and horses, and produced 2,425 bushels of all kinds of grain to the same area.

That the townships of King and Albion, in the year 1850, produced 55,327 bushels more wheat than the townships of Whitchurch, East Gwillimbury, Scott and Uxbridge.

That the townships of Vaughan and King, in the year 1850, contained 719 more inhabitants and produced 76,772 bushels of wheat more than Markham and Whitchurch; and that during the last eight years, the former townships have multiplied four times faster than the latter.

That the motive power of the Nottawasaga, Holland and Humber rivers, to say nothing of the Severn, is three times greater than either that of St. Catherine's or the celebrated Shaws Water Works at Greenock, and double that now occupied of the Genesee, at Rochester.

These facts ought to have their due weight in determining the course of a Northern Railroad; and the question of how far a portion of its track could, by a judicious location, be made available as part of a Western Road, is worthy of consideration, more particularly by the citizens of Toronto, who, years ago might, by such a road, have intercepted three-fourths of the traffic that now finds its way to Lake Ontario, through the outports west of Toronto; and which road, if it did not actually bring the Humber to Toronto, would be a nearer approach to that desirable object than will probably be accomplished in any other way.