

of property in your city, would reduce the amount they now pay for their daily wants, by a sum fully double that which they are called upon to subscribe for the purpose of promoting a purely Toronto project.

In conclusion, I would at present, and until you are connected with Montreal, give a decided preference to the Northern over the Western route—but I trust it will be remembered, that ere long a Northern, Eastern and Western route will all be required, and that Toronto will take warning from the misfortunes of others and avoid division about a mere question of precedence of one route over another, on a subject in which unity is so important. We Canadians are fruitful in projects but barren in results, and no sooner is one good thing projected than we are overwhelmed with a multitude of proposed niceties, and therefore, amid a variety of stools, we are still floundering in the mud.

I have not attempted to enumerate the articles of country produce which a Railroad would increase and cheapen—having done so fully in the pamphlet on Railroads—but would suggest to any faint-hearted rate-payer, to station himself for an hour or two at the Yorkville toll-gate and see the quantity and variety of supplies which daily seek the city,—let him take a morning walk through your markets, and then reflect that his own is almost the only city of its population in which the English language is spoken, where a locomotive would be so great a curiosity.

I have the honour to be, Sir,

Your obedient servant,

THOS. C. KEEFER.

TORONTO:

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