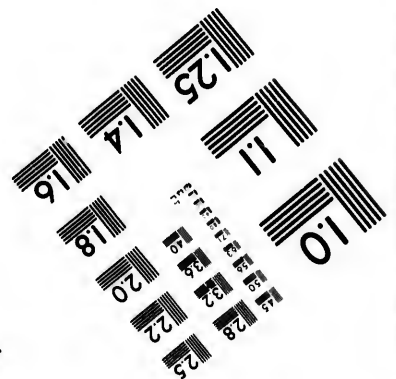
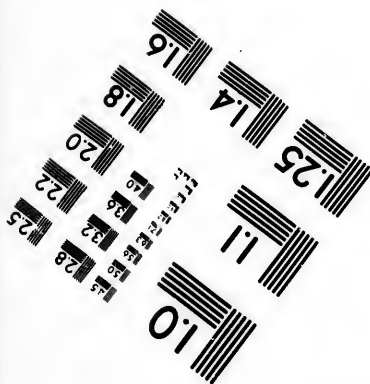
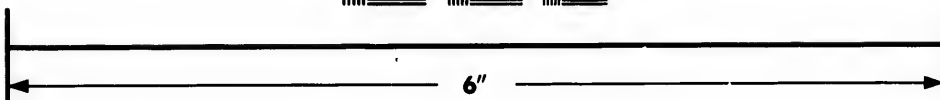
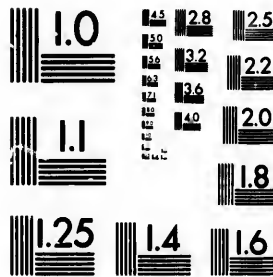


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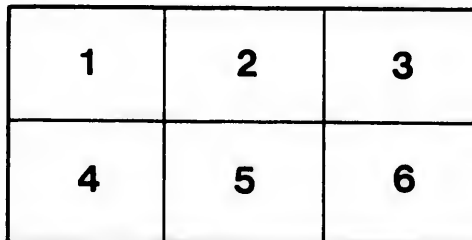
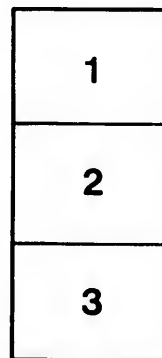
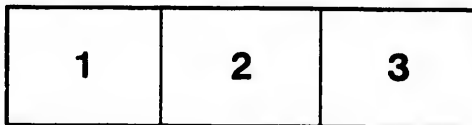
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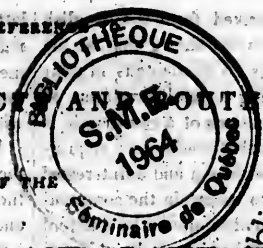
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IMPORTANT

STATISTICAL INFORMATION

WITH REFERENCE TO  
**THE PROSPECTS AND PROGRESS**  
 OF THE  
**TORONTO, SIMCOE AND LAKE HURON**  
**RAILROAD.**



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TORONTO:  
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 1851.

## INTRODUCTION.

The experience derived from the English railway system abundantly shews that, at the outset of undertakings so momentous in their consequences, involving a total revolution in the internal communications of a country, it is of primary importance that preliminary enquiry should be made by competent and uninterested persons, with a view to ascertain the comparative advantages and facilities offered by different lines, for the accomplishment of the object in view. Such an enquiry may prevent public injury, arising from false steps so likely to be made in the commencement of new projects of this kind, as well as individual and national loss, a result that has in England too frequently attended the construction of new lines, rashly entered upon, without the necessary information as to their necessity or advantage.

To avert a similar result in the contemplated Northern Railroad, where a failure arising from the selection of an injudicious line, in conjunction with the fears and doubts as to the success of railway projects in this country already entertained by a large portion of the people, might retard our railway progress for the next twenty years—to avert such a catastrophe, an investigation should at once be made as to the best mode of directing the development of the means of intercourse to that channel whereby the greatest advantage may be obtained at the smallest outlay, with the greatest possible col-

lateral benefits to internal communication; taking into consideration not only the existing means which the country presents, but also those which may be anticipated from resources which may in future be developed.

With a view to facilitate such an inquiry, the following useful statistical information, of the most interesting nature as to the condition and prospects of that section of the country immediately contiguous to the lines proposed for the Toronto, Simcoe and Lake Huron Railway, has been compiled from authentic sources, principally the census returns made to parliament; the rest has been collected from many different persons, possessing the requisite local knowledge, from whom the facts detailed have been elicited during an inquiry sedulously pursued, whenever an opportunity presented itself, for several months past. The statements thus obtained have been carefully collated, previous to placing them before the public. The pamphlet contains data that cannot fail to prove highly useful in making estimates, embracing that most important item in railway receipts *the way traffic*, as well as matter which must necessarily be maturely considered whenever the attempt shall be made to accomplish that desideratum, a correct estimate of *the anticipated through traffic*; all of which is respectfully submitted to the public by the author.

# IMPORTANT STATISTICAL INFORMATION

WITH REFERENCE TO THE PROSPECTS AND ROUTE OF THE

## TORONTO, SIMCOE AND LAKE HURON RAILROAD.

The COUNTY of SIMCOE, formed in the year 1843, is divided into 23 townships, and, according to Bouchette, contains 1,468,800 acres.

In 1842 its population was.....12,592

In 1850 do. ....25,753

Increase in eight years, equal to 104½ per cent.

The census of 1848 shows produce and live stock in the county, as follows, viz.

Wheat grown .....293,071 bushels.

Oats do. ....212,006 do.

Horses ..... 3,327

Cattle .....17,896

Sheep .....23,530

The census report of 1850 shows that the eight southern townships then contained a population of 15,924, equal to 62½ per cent. of that of the whole county, and a similar proportion of produce and live stock.

The wheat is principally brought to the mills on the Humber river, for sale and to be ground into flour.

The water-power of Simcoe is superior to that of many other counties.

The NOTTAWASAGA RIVER, with its tributaries, flowing nearly midway through the township of Essa, from south to north, swells into a magnificent stream at the centre of that

### The COUNTY of YORK and Canada West compared in area, population and property.

Canada West has 29 counties, and, according to Bouchette, contains 18,358,800 acres.

The County of York (formerly Home District) contains 1,361,600 acres. Equal to 1-14th, or 7½d per cent of the whole.

The tillage and pasture land of Canada West, in 1848, comprised 2,546,920 acres.

The tillage and pasture land of the County of York comprised 377,000 acres. Rating as 1-7th or 14½ per cent. of the whole.

In Canada West, the ratable property, in 1848, was 8,567,001.

In the County of York, the ratable property, in 1848, was 1,105,396. Being nearly 1-8th or 12 per cent. of the whole.

West Canada population, in 1850, was 791,000.

York County population, in 1850, was 113,007. Equal to 1-7th or 14½ths per cent. of that of the Upper Province.

### York County and West Canada compared in Produce and Live Stock.

|        | 1848.        | 1848.        | Portion of York County to the whole. |        | 1848.        | 1848.        | Portion of York County to the whole. |
|--------|--------------|--------------|--------------------------------------|--------|--------------|--------------|--------------------------------------|
|        | West Canada. | York County. |                                      |        | West Canada. | York County. |                                      |
| Wheat  | 7,558,773    | 1,451,384    | nearly = 1/5 or 19½ p.ct.            | Horses | 151,389      | 21,700       | = 1/7 or 14½ p.ct.                   |
| Oats.. | 7,055,730    | 1,526,935    | over = 1/5 or 21½ p.ct.              | Cattle | 565,845      | 66,262       | = 1/8 or 11½ p.ct.                   |
| Pease. | 1,752,834    | 384,721      | do. = 1/5 or 22 p.ct.                | Sheep  | 833,807      | 105,033      | = 1/8 or 12½ p.ct.                   |
| Barley | 515,727      | 110,819      | do. = 1/5 or 21½ p.ct.               | Hogs.  | 484,241      | 70,802       | = 1/7 or 14½ p.ct.                   |
|        | 16,883,064   | 3,473,859    | = 1/5 or 20½ p.ct.                   |        | 2,035,282    | 263,797      | = 1/8 or 13 p.ct.                    |

township, being about 83 feet wide and 9 feet deep. Its whole fall is 170 feet; and in Tecumseth, Adjala, Tosorontio and Essa, its aggregate motive power, with that of its branches, is estimated to be equal to that of 130 or 140 steam engines of 20 horse power each. This water-power is conveniently situated for converting into flour the grain produced in its immediate vicinity, which comprises the bulk of the growth of the whole county.

A railroad rightly placed would at once make this water-power available as a source of wealth, add to the prosperity of the county, and furnish an easy down-hill transit to Toronto for its products.

The RIVER SEVERN is estimated to have power equal to two hundred 20 horse power steam engines, which, with that of the other streams, is not only sufficient to propel all the necessary machinery for home demands, but also to grind a large amount of wheat from the Western States; and a glance at the map will shew, that the water-power of the county of Simcoe needs but the construction of the Northern Railroad to render its position for the latter purpose superior to that of either Oswego or St. Catherines, as regards capacity, distance, cheapness of transport and facility of supply.

NOTE.—The sheep of Canada West rate about 1<sup>10</sup>th to each inhabitant, and one to about every three acres of cultivated land. Since 1842, the flock has multiplied four times faster than cattle, twice as fast as hogs, and 45 per cent. in six years. The increased demand for food has made it what it is, and it feeds mostly on "eye and wild lands. The flock yields an annual average of 26 and 10-16ths pounds of pulled and fleece wool to every average family of five persons.

The sheep of Ohio rate as 1 and 9-10ths (nearly two) to each inhabitant; have increased 60 per cent. in the same time and yields 10 per cent. nett profit to farmers. The policy of the United States protects their flock to clothe the people. In Canada, British interests prevail, and the fleece of Canada is principally exported, in company with the food for the men and the women who spin and who weave it. British made clothing supplies its place, and thereby unnecessarily increases our imports one-sixth of their whole amount.

*Increase of Population during last Eight Years of East and West Canada and parts of York County, compared.*

|   | 1842 Census. | 1850 Census. | Increase during last 8 years. |
|---|--------------|--------------|-------------------------------|
|   | Population.  | Population.  |                               |
| East Canada (estimated) .....                   | 670,061      | 793,109      | = 18½ per cent.               |
| West Canada .....                               | 486,055      | 791,000      | = 62½ "                       |
| York County (including Toronto).....            | 70,709       | 113,007      | = 60 "                        |
| Toronto.....                                    | 15,336       | 25,166       | = 64 "                        |
| Vaughan, King and Albion .....                  | 9,079        | 15,786       | = 74 "                        |
| Markham, Whitechurch and East Gwillimbury ..... | 11,330       | 13,726       | = 21 "                        |

Canada East seems to increase in population slowly, in comparison with Canada West.

Markham, Whitechurch and East Gwillimbury, seem also to be progressing but slowly, when compared with the other three townships named.

It appears that after the first work of the forest is over, the older townships come almost to a stand still. Query—Is it not because the fashions of field productions cannot here obtain a sufficient reward to induce them to

follow after as manufacturing consumers, thereby stimulating production and prices?

Of the Canadian population, eight out of ten are engaged in the field, growing articles that now must be transported to distant markets; and surely the county of York, which grows one-fifth of the whole production of Canada West, presents a good field for freight, if a railroad is properly located near those points where its produce centres, for sale and manufacture.

*The Area of Land—its Population and increase in York County, East and West of Yonge Street, compared.*

Nine Western Townships, area 825 square miles; } versus { The fifteen opposite Eastern Townships, area 1240 square miles.

| Old Divisions. | Township. | Population.  |              | Rate of increase in 8 years. | Assessed Families, 1850. | Area in square miles. | Proposed New Division.       | Township. | Population.  |              | Rate of increase in 8 years. | Assessed Families, 1850. | Area. |
|----------------|-----------|--------------|--------------|------------------------------|--------------------------|-----------------------|------------------------------|-----------|--------------|--------------|------------------------------|--------------------------|-------|
|                |           | Census 1842. | Census 1850. |                              |                          |                       |                              |           | Census 1842. | Census 1850. |                              |                          |       |
| South Riding   | 4         | 15,112       | 23,615       | 57 pr. ct.                   | 3,906                    | 365                   | Remt. East and North Ridings | 5         | 14,777       | 18,719       | 26½ pr. ct.                  | 3,206                    |       |
| West Riding    | 5         | 14,561       | 10,995       | 37 pr. ct.                   | 3,474                    | 400                   | Perry's new county.....      | 10        | 14,408       | 25,511       | 77 pr. ct.                   | 4,443                    |       |
|                | 9         | 29,673       | 43,610       | 48 pr. ct.                   | 7,470                    | 825                   |                              | 15        | 29,180       | 44,230       | 51 pr. ct.                   | 7,649                    | 1240  |

The contemplated division of the county, as proposed by Mr. Perry, has been assumed in anticipation of that alteration being made.



*Synopsis Account of Population, Produce and Live Stock, per square mile, each side of Yonge Street and in each Riding, according to last census of 1850.*

| West side of Yonge Street. |               |                        |                                   |                        | East side of Yonge Street. |               |                        |                                   |                        |
|----------------------------|---------------|------------------------|-----------------------------------|------------------------|----------------------------|---------------|------------------------|-----------------------------------|------------------------|
| Old Division.              | Area of Land. | Per Square Mile.       |                                   |                        | Present Division.          | Area of Land. | Per Square Mile.       |                                   |                        |
|                            |               | Average of Population. | Average of four kinds of Produce. | Average of Live Stock. |                            |               | Average of Population. | Average of four kinds of Produce. | Average of Live Stock. |
| South Riding .....         | 365           | 65                     | 2,892                             | 121                    | East Riding .....          | 392           | 64                     | 3197                              | 150                    |
| West " .....               | 460           | 43                     | 2,053                             | 101                    | North Riding .....         | 848           | 22                     | 813                               | 51                     |
| The average in both is     | 825           | 53                     | 2,425                             | 110                    | The average in both is     | 1240          | 35                     | 1566                              | 83                     |

This synopsis shows that the two ridings west of Yonge Street are both the most populous and productive in proportion to their area. They produced, in 1850, 57,889 bushels of grain more than was produced in the two east of Yonge Street.

possesses great natural facilities to aid its progress, and will doubtless continue to contribute the greatest proportion of freight.

The south riding does not include Toronto in this calculation. The riding lies nearly all north of Toronto and is rapidly increasing; it

The population of the county, on each side of Yonge Street, is nearly equal, although the area of the west side is but two-thirds that of the east side; consequently the people and produce of the former are much more compact and conveniently situated to furnish travel and freight.

*The Produce and Live Stock in York County, 1850.*

| West side of Yonge Street. |          |        |                   |         |             |        | East side of Yonge Street.                               |                        |          |                   |         |         |             |  |  |
|----------------------------|----------|--------|-------------------|---------|-------------|--------|--|------------------------|----------|-------------------|---------|---------|-------------|--|--|
| Old Division.              | Produce. |        |                   |         | Live Stock. |        |  | Proposed New Division. | Produce. |                   |         |         | Live Stock. |  |  |
|                            | Wheat.   | Oats.  | Barley and Pease. | Horses. | Cattle.     | Sheep. | Wheat.   |                        | Oats.    | Barley and Pease. | Horses. | Cattle. | Sheep.      |  |  |
| South Riding               | 529877   | 347677 | 178425            | 5660    | 15042       | 20460  | Remt. East and North Ridings, P. Ferry's new county .... | 396128                 | 13920    | 143458            | 5643    | 13427   | 23821       |  |  |
| West Riding..              | 667819   | 217927 | 168893            | 4932    | 16831       | 29006  |  | 645043                 | 338219   | 129662            | 4481    | 23630   | 29003       |  |  |
|                            | 1097496  | 565604 | 337318            | 10592   | 30873       | 49466  |  | 941171                 | 377239   | 273120            | 10124   | 37067   | 53414       |  |  |

For particulars of average per square mile, see synopsis account previous.

*Two Townships West, compared with the Four Townships opposite and East of Yonge Street, County York, 1850, Census Report.*

| Townships.  | People.     |                    | Produce. |        |                   |           | Live Stock. |         |        | Machinery.   |            |
|---|-------------|--------------------|----------|--------|-------------------|-----------|-------------|---------|--------|--------------|------------|
|   | Population. | Families Assessed. | Wheat.   | Oats.  | Barley and Pease. | Potatoes. | Horses.     | Cattle. | Sheep. | Grist Mills. | Saw Mills. |
| King and Albion .....                             | 9531        | 1596               | 221307   | 103414 | 57161             | 85523     | 2003        | 7632    | 11126  | 11           | 27         |
| <i>versus</i>                                     |             |                    |          |        |                   |           |             |         |        |              |            |
| Whitechurch, East Gwillimbury, Scott and Uxbridge | 9330        | 1644               | 165980   | 156030 | 59910             | 101057    | 2543        | 6652    | 11599  | 7            | 31         |

From this it appears that King and Albion have the largest population, and produced, in 1850, 55,327 bushels more wheat than the four opposite townships, are superior in machinery, and in other respects equal.

*The progressive improvement of Vaughan and King, compared with Markham and Whitchurch, during the last eight years. Taken from the Census Reports of 1842 and 1850.*

|                           | People.             |                     |                      |                          | Produce of 1850. |        |                  |           |              | Live Stock. |         |        |
|---------------------------|---------------------|---------------------|----------------------|--------------------------|------------------|--------|------------------|-----------|--------------|-------------|---------|--------|
|                           | Population of 1842. | Population of 1850. | Increase in 8 years. | Families Assessed, 1850. | Wheat.           | Oats.  | Barley and Peas. | Potatoes. | Tons of Hay. | Horns.      | Cattle. | Sheep. |
| Vaughan and King          | 6925                | 11829               | pret. 71             | 1990                     | 304901           | 182302 | 93365            | 103861    | 6186         | 3116        | 9325    | 14218  |
| versus                    |                     |                     |                      |                          |                  |        |                  |           |              |             |         |        |
| Markham & Whitchurch..... | 9534                | 11110               | 16½                  | 1911                     | 228129           | 227833 | 88671            | 98503     | 6031         | 3353        | 7244    | 14838  |

Markham and Whitchurch seem to be comparatively at a stand still. Relatively they have increased during the last eight years, as follows, viz.

Vaughan 45½ per cent.; King 112½ per cent.; and jointly 71 per cent. Markham 20½ per cent.; Whitchurch 10 per cent.; and jointly, 16½ per cent.

There are 79 more assessed families in Vaughan and King, and 719 more inhabitants,

than in the other two townships. They also grew 76,772 bushels more wheat, in the year 1850, and in other produce and stock are about equal.

During the last eight years, Vaughan and King have multiplied over four times faster than Markham and Whitchurch, as the above table shews, although the latter townships possessed superior advantages of people and means in 1842.

*The Humber River, its capacity and employment, and transport expenses on Flour and Lumber, 1850.*

|   | Water Power              |                        | Capacity. | Employment                       |                           | Flour Business of 1850. |              |                                   |                     | Lumber Trade of 1850.                     |            |                                       |                                 | Wheat Produced. |                                |    |
|---|--------------------------|------------------------|-----------|----------------------------------|---------------------------|-------------------------|--------------|-----------------------------------|---------------------|---|------------|---------------------------------------|---------------------------------|-----------------|--------------------------------|----|
|   | Head and fall of Stream. | Cubic feet per minute. |           | Power to 20 horse steam engines. | Head and fall unoccupied. | Head and fall occupied. | Mill Stones. | Annual capacity of present Mills. | Flour made in 1850. | Cost of Transporting Flour, per 1000 lbs. | Bar Mills. | Annual capacity of present Bar Mills. | Amount of Lumber moved in 1850. |                 | Cost of Lumber, per 1000 feet. |    |
| Main Humber, from Lake to King line                           | 330                      | 4500                   | 212       | 6572                             | 108                       | 227                     | 41           |                                   |                     |   |            |                                       |                                 |                 |                                |    |
| East Humber, from Burwick, through part King.....             | 315                      | 2400                   | 106       | 3300                             | 117                       | 198                     | 10           |                                   |                     |   |            |                                       |                                 |                 |                                |    |
| Humber Branches, east half Vaughan and King not included..... | 118                      | 1200                   | 20        | 620                              | 16                        | 102                     | 5            |                                   |                     |   |            |                                       |                                 |                 |                                |    |
| Whole Humber River  | 868                      |                        | 838       | 10492                            | 236                       | 527                     | 55           | 218000                            | 152000              | 25550                                     | 00         | 48                                    | 16400000                        | 11375000        | 22799                          | 50 |
| Township Vaughan*   | 419                      | 3257                   | 195       | 6045                             | 154                       | 265                     | 14           |                                   | 54000               | 11400                                     | 08         | 25                                    |                                 | 6725000         | 14232                          | 00 |

\* Of the above, the following portion is from the 7th and 8th concessions of Vaughan.

The water-power in Albion has not been obtained. By the last census, 1850, this township then contained four grist mills with eight mill stones, six saw mills, and two woollen factories. The township is populous and productive.

The water-power of the west branch of the Holland River, in the western part of King, also has not been obtained.

The township of Vaughan has 35 lots in the 7th and 8th concessions. The Main Humber traverses the whole along these concessions, and has 199 feet fall in that distance. The average fall is five feet eight inches on each lot of 200 acres.

The east branch of the Humber flows through the 27 upper lots, near the 7th concession, and has 171 feet fall. The average fall is six feet

four inches on each lot. Its speed is rapid, and in many places exceeds two feet per second. The two streams together form an average fall of 12 feet on each of the 27 upper lots through the township, with a motive power one-fifth greater than that at St. Catherine's.

Vaughan possesses nearly half the head and fall of the whole Humber river. Three-eighths of its water-power still remain unoccupied, for the future extension of the Vaughan trade, should fresh facilities encourage it.

The Humber water-power has no very precipitous or conspicuous fall, like that of the Genesee at Rochester; situated in the rear or western part of the township, conflicting interests have led many to form an erroneous opinion, and to undervalue the true worth of this noble river to the people of that township.

There are eight water privileges (seven in use) centred within one mile of the village of Burwick, containing in all 97 feet fall; to this point the track of a northern railroad might be made available as a portion of a western track leading through Chinguacousy, Esqueaux, &c. and either intersecting the Great Western, at Paris, or some other point, or pursuing a more northerly course through the interior range of townships to the westward.

At Weston village, the Humber, with the volume of its waters increased by the junction of its west branch, has 47 feet fall fully occupied.

The water-power near the 7th concession of Vaughan, furnished by these two nearly parallel streams, is equal to 1,950 horse power, working continually the 24 hours, and rates 1 and 9-16ths horses to each male adult in the township; while the living horses, according to the census of 1850, rated scarcely 15-16ths of one horse to each male adult in the then district, and whose capacity to work extends to but 10 hours per diem.

The Humber will in time complete its first or forest work, and then other employment and other materials will supply packages for freight.

The cost of cartage, in 1850, on the Humber productions of flour and lumber, amounted to \$48,349 50c., which productions might doubtless be doubled in quantity by increased facilities for business. There are capacity and water-power also now running to waste sufficient to furnish it. Of the above amount, the sum paid by Vaughan products was \$25,698 69c., being more than one half.

On the Weston Plank Road, three-inch plank has been cut through and completely worn out in a very short period, from the continuous heavy traffic, and is now being replaced with timber.

The estimated tolls, for 1851, at the gate on that road, amount to \$3,000, which averages from 90 to 100 loaded teams daily; 30 of which are employed in carrying firewood to Toronto.

The future productions of the machinery driven by the Humber, Holland and Nottawasaga rivers, together with the grain which must seek them to be ground, sold or exchanged, will eventually build a railroad for

themselves; and the facts and figures already detailed lead to the inevitable conclusion, that unless disturbing causes arrest the present rate of progress, the transit of the articles named will so increase along the line of these rivers, that at no distant period they will yield, in conjunction with the passenger traffic and return freight (not before taken into account), a fair remuneration for the capital necessary to construct a railroad parallel to their course.

*A brief synopsis of the Water Powers situated north of Toronto.*

|   | Head and fall of stream. | Its capacity in 24 hours engines, working 12 hours a day |
|---|--------------------------|--|
| River Severn, Simcoe county .....                   | 170                      | 200  |
| River Nottawasaga, Simcoe county ..                 | 170                      | 140  |
| Holland River, west branch, county York .....       | 40                       | 24   |
| Main Humber, in Albion, county York estimated ..... | 60                       | 90   |
| Humber in part of King, Vaughan and York .....      | 868                      | 338  |
|   | 1308                     | 738  |

About 4-7ths of this water-power is situated in the interior townships, viz., Vaughan, King, Tecumseth and Essa.

They may all be made to pay tribute to the Northern Railroad, and add exceedingly to the commercial interests of Toronto. There is no other water-power in so small a space, equally employed, in West Canada, to be compared with it; the unemployed Niagara alone excepted.

|   | Head and fall of stream. | Capacity in 24 hours engines. |
|---|--------------------------|-------------------------------|
| The St. Catherine's water power, on the whole length of the Welland Canal, is equal to .....  | 834                      | 160                           |
| The Genesee river, at Rochester, has 260 feet fall; but of this two-thirds, or 170 feet, are unavailable. The amount occupied is .....  | 90                       | 274                           |
| - This water-power propels 110 run of stones, able to make 5,000 barrels of flour a day; besides other machinery; and the people appreciate its value, from an ocular demonstration of its work daily, in various branches of industry. |                          |                               |
| The Shaws Water Works, at Greenock (Clyde), Scotland, constructed at a very great expense, have .....   | 512                      | 175                           |

The Shaws Water Works have banks made 60 feet high, and the reservoir will contain 310,000,000 of cubic feet of water, and covers nearly 400 imperial acres. They supply 2,400 cubic feet of water per minute (the same as the east Humber, in Vaughan). Notwithstanding

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 Simcoe 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.

