

and it is possible that some other arrangement of the sort will be devised before long. Hamilton, besides being fully equal to Toronto as a lake shipping port, for either Oswego, Montreal, or the Maritime Provinces, has this further advantage, that it is on the direct land route to the other side. The great consideration of having the two markets—Hamilton and Toronto both—instead of Toronto only—ought of itself to settle the question in your minds, if there were nothing else to be said in the matter.

A report has reached this country, to the effect that the Great Western and the Grand Trunk Railway Companies have agreed upon reciprocal running arrangements and a uniform tariff of rates. It may be that a fair arrangement of this sort will not only be beneficial to the interests of the Companies themselves, but will be satisfactory to the people of Canada as well. But, says some one, what if this new arrangement does away with the *competition* you have been laying so much stress upon? I answer, that the competition for freight to carry between any two points, which are both touched by both railways, will still continue, nevertheless. Granted that the rates of freight from Guelph to Lake Ontario are the same by either railway, there will still be such a competition *to get hold of the freight to carry*, as will permanently insure that your interests will not suffer. The great complaint, where complaints have been made in the West, has not been with reference to the rates charged, but that cars could not be obtained and despatched when wanted. Suppose that the competition to carry at what are called "ruinously cheap rates" is done away with, there will still be a competition for the gaining of your custom, through civility and obliging conduct, with prompt despatch and good care taken of your freight. This sort of competition is practically the most valuable of the two, and will not be done away with.