

Toronto v. Hamilton or Wall Street to a China Orange.

Hear what the great Adam Hope, leading merchant of Hamilton says of that city, as compared with Toronto. The following are his words, as printed in the *Hamilton Spectator* of 24th February, 1871.

The city of Toronto has long enjoyed the priceless advantages of two rival and competing lines of railway, and hence her rapid growth in manufactures, population, and commercial activity. Hamilton, on the other hand, with but one railway, is little better than a mere way station, and hence the slow growth of our city in all that characterizes the rapid progress of the neighbouring city. Toronto commands "through" rates from England by Portland and the Grand Trunk Railway, or by New York and the Great Western. Hamilton again is entirely at the mercy of the "courtesy" of the Great Western Railway. We do not require to go far to seek a remedy for this unsatisfactory state of things, but if allowed to slip out of our hands the opportunity may never again be ours, and therefore, we would earnestly recommend a direct connection with the Grand Trunk Railway. It has become a necessity for Hamilton, if she is not to sink into a second-rate town, to see that she is brought into direct connection with the Grand Trunk system, the great national railway of the Dominion, at the earliest possible moment, and that, too, irrespective of what the Great Western Railway may think, say or do in the premises. An accommodation train leaving Goderich every morning at an early hour for Hamilton, and returning the same evening, would do more for the trade of Hamilton than even the Wellington, Grey and Bruce Railway. Hamilton has been gradually losing her trade on the Buffalo and Lake Huron Railway from the difficulties connected with the transfer of traffic at Paris. We are also threatened with a withdrawal of the co-operation of the Great Western Railway in the Wellington, Grey and Bruce Railway scheme. The share property of the Great Western Railway (if really liable under an act of the Local Legislature) has been loaded down with a million sterling in the foolish outlay on the Glencoe Loop-line, the interest on which would have swept away more than the last half yearly surplus for dividend, but for the increase in the local traffic.

Hear also how the *Owen Sound Advertiser* shows up the absurdity of comparing Yankee Hamilton with Toronto, the Queen City of Western Canada :

"A few figures will best illustrate the choice of market question :—From Owen Sound to Hamilton *via* Clifford, 148 miles. From Owen Sound to Toronto *via* Orangeville, 118 miles, showing a distance of 30 miles in favor of Toronto market ; from Owen Sound to Suspension Bridge *via* Orangeville and Toronto, 199 miles ; from Owen Sound to Suspension Bridge *via* Clifford, 191 miles, a distance of eight miles against the Orangeville route. Certainly a small thing to boast much of and a slender base for the exclusive privilege of doing the carrying trade to the American market. Eight miles is but a small difference of distance considering the total length of the road, and on account of the more economical character of the Orangeville road, it will be able to compete successfully with the Clifford road. Hence we find the choice of market really lies with the Toronto, Grey and Bruce Railway. For surely this eight miles is more than compensated, apart from the question of competition, by the advantage of having the Toronto market open at 118 miles, especially when is taken into account that the great bulk of the business connections of this county already formed with Toronto, and that most of our produce finds its way to the Atlantic sea-board, whence also our importations of goods are received. The great advantage of a direct route will be seen here at a glance. The Toronto, Grey and Bruce railway running straight towards the great St. Lawrence highway of trade, recommends itself as paramount to all others. Certainly, the W. G. & B. road, by way of Clifford, will not bear comparison with it. And besides, the latter would shut us out of the Toronto market altogether, as no one would think of going to Toronto *via* Hamilton. So far then as the choice of Markets is concerned, and indeed in almost every other respect, the Toronto,