

THE TORONTO WORLD

AN INDEPENDENT AND FEARLESS

ONE CENT MORNING PAPER,

Published Daily, and sent to all parts of Canada and the United States for Three Dollars per Year; One Dollar and Fifty Cents for Six Months.

SENT ON TRIAL

FOR ONE MONTH FOR 25 CENTS.

The World is delivered by carriers to all parts of the city before 6 a.m. for twenty-five cents per month.

ADDRESS THE WORLD, TORONTO.

PARLIAMENTARY PROCEEDINGS

A PROMINENT FEATURE OF THE WORLD.

is its parliamentary news.

During the sessions a reliable and important summary of the proceedings at Ottawa and of the local legislature will be found in its columns, and readers may depend on obtaining all important information, impartially given and stripped of all unnecessary verbiage.

SENT ON TRIAL

FOR ONE MONTH FOR 25 CENTS.

Or One Dollar for Four Months.

ADDRESS THE WORLD, TORONTO.

The Toronto World.

THURSDAY MORNING, FEBRUARY 9, 1882.

RAILWAY COMPETITION AND THE BALANCE OF POWER.

It is deemed to be far the public good that we should have railway competition in Canada, and plenty of it. "Competition is the life of trade," say some; "the more the merrier," say others. We cannot possibly have too many railways, the cheaper fares and freights will be to the people. If through superfluity of speculation too many railways of the "Glenmutchkin" class should be built, or merely projected and chartered but never built at all, what matter? That is the business of the promoters, let them beware, the public have nothing to do with it. Let railway promoters, and lawyers and contractors fight it out among themselves; the general public can afford to look on, and may even enjoy the fun of the scrimmage. Such was the prevailing view in England thirty-five years ago, it is put in practice too, on a large scale, and we know what followed. The promoters went their warfare and did the fighting with a vengeance, but not altogether at their own cost, by any means. The gullible British public, fancying themselves mere unconcerned "lookers on in Vienna," by-and-by realized that they had become deeply interested partners in the game, though other hands held the cards and did all the playing. When the railway craze was over, and after hundreds of millions had been lost almost as completely as if thrown into the sea, some districts found themselves permanently taxed to support two or three roads where there was traffic for only one, while a considerable share of the vast amount sunk had been spent on mere paper projects of railways which never even progressed so far as the interesting ceremony of turning the first sod. In the dear school of experience the British public learned a bitter lesson, and the views now held of the public interest in private schemes are widely different from those which prevailed in the days of "King" Hudson, and of that intensely realistic though fictitious character—Mr. Reginald Augustus Dunsun—ner. That lesson sufficed for England, but somehow or other it did not come close enough to a material blunder in our railway policy. The blunder is in our acknowledged one, too; the fact is that some of the most public spirited men in Canada have been trying to repair it ever since, as witness the efforts made at various times by Sir Hugh Allan and others. Had the thing we speak of been done at the time referred to, the benefit already accruing would have been incalculable. It can be done even yet, however, and if done there are literally "millions in it" for the Dominion generally, and for the Province of Ontario in particular. Those who constitute the assembled wisdom of the province are invited to consider it. "But," some of them may say, "towards the making of the missing link what can any one do? It is not proposed to build the new link with money out of the provincial treasury; some railway company or other must do it for themselves." All very true, gentlemen of the provincial assembly, we reply, there seems to be nothing particular that you can actually do in the way of helping the country towards the desired result. But it is a little longer to make sure. With scarcely an exception worth speaking of, the local roads in Ontario have proved unable to run themselves and remain independent. They have all or nearly all been compelled by pressure of circumstances to cease their hopeless struggles for life as separate and independent enterprises, and to coalesce with one or other of the great through lines. West of Toronto they have in their extremity been taken in out of the old by the Great Western and the Grand

Trunk, while in the eastern section, which

the Great Western does not yet penetrate, the Grand Trunk and the Sydney have done the duty which circumstances put upon them. The process of taking in enterprises which were too weak to stand themselves has been going on for years, but since the Sydney came upon the scene a new and apparently irresistible impulse has been given to the amalgamation movement. What is going on before, but slowly, the smaller lines on with great rapidity; the smaller lines are fast abandoning the hopeless single-headed struggle for existence, and are seeking shelter under the wings of the great companies. In this matter there is no room for sensible people to dispute as to whether we are drifting, for the direction in which we are going, and the situation at which we must shortly arrive, are plain enough to all intelligent observers. We hold this to be so obvious that, before troubling ourselves very much to bring proof, we wait to see whether there be anybody who is old enough and "crank" enough seriously to dispute it. The people of Canada may not altogether like the prospect, but, to vary Boss Tweed's expression, what are they going to do about it? What is there that they can by any possibility do to help themselves in the premises?

In so serious a matter, the public will be in no mood to take up the question as a conundrum, the answer to which keeps the word of promise to the ear only, while breaking it to the hope. We present it as a serious, practical question—a question which, as we hope to show, admits of a rational, practical answer. Holding it to be a point settled, then, that the existence of the various local lines as independent competitors cannot possibly be perpetuated, we ask next, what other form of competition is left to us, which is really practicable, and capable of being continued for the general good? A certain optical illusion—the mere unsubstantial shadow of competition—being now in rapid course of vanishing away, what reality of competition is there that we can grasp and keep hold of? Looking all around, and especially taking a good look ahead, can we discern anything that will do "to tie to," as the Americans say? This is the real practical point in the railway question, and we propose to give a practical answer. Our answer is that competition of the local railways with the great through railways having definitively failed, our policy under the circumstances should be to develop and perpetuate the competition of the great railways with each other. The Credit Valley and the Midland, for example, being unable to continue as independent competitors, let us try whether competition can be developed and sustained, on the large scale, between the Grand Trunk, the Great Western, and the Canadian Pacific. These are the three great east and west lines in Canada, and, as far as present facts and future prospects enable us to judge, there is between them and local traffic enough for all three. But, in order that we may have competition by the three all the way through, the Great Western must have a new eastward extension to the seaboard through Canadian territory, or the use of one secured and certain. With the Great Western terminating at Toronto, we have two roads going through to the seaboard, but only one, the Grand Trunk, which is a Canadian eastern outlet, and then we have three. The difference between having three great competing roads right through to our own seaboard, and having two only, appears to be something worth considering by the Canadian people. We hesitate not to say that it has been a gigantic blunder in Canadian railway policy that we did not long ago in some way or other provide for the connection of the Great Western with Ottawa, Montreal, Quebec, the Intercolonial system, and the maritime provinces. That is what we should have done when we were establishing Confederation; the double connection between Lake Huron and the Detroit river in the west, and the Intercolonial railway in the east, should have been considered and provided for from the beginning. It was a serious mistake that, with a double line west of Toronto, we did not then see the necessity of continuing it double instead of single only, all the way to Montreal, and, to natural deep water at Quebec besides. We repeat the assertion; we hold that we are not mistaken in characterizing this omission as a material blunder in our railway policy. The blunder is in our acknowledged one, too; the fact is that some of the most public spirited men in Canada have been trying to repair it ever since, as witness the efforts made at various times by Sir Hugh Allan and others. Had the thing we speak of been done at the time referred to, the benefit already accruing would have been incalculable. It can be done even yet, however, and if done there are literally "millions in it" for the Dominion generally, and for the Province of Ontario in particular. Those who constitute the assembled wisdom of the province are invited to consider it. "But," some of them may say, "towards the making of the missing link what can any one do? It is not proposed to build the new link with money out of the provincial treasury; some railway company or other must do it for themselves." All very true, gentlemen of the provincial assembly, we reply, there seems to be nothing particular that you can actually do in the way of helping the country towards the desired result. But it is a little longer to make sure. With scarcely an exception worth speaking of, the local roads in Ontario have proved unable to run themselves and remain independent. They have all or nearly all been compelled by pressure of circumstances to cease their hopeless struggles for life as separate and independent enterprises, and to coalesce with one or other of the great through lines. West of Toronto they have in their extremity been taken in out of the old by the Great Western and the Grand

Trunk, while in the eastern section, which

the Great Western does not yet penetrate, the Grand Trunk and the Sydney have done the duty which circumstances put upon them. The process of taking in enterprises which were too weak to stand themselves has been going on for years, but since the Sydney came upon the scene a new and apparently irresistible impulse has been given to the amalgamation movement. What is going on before, but slowly, the smaller lines on with great rapidity; the smaller lines are fast abandoning the hopeless single-headed struggle for existence, and are seeking shelter under the wings of the great companies. In this matter there is no room for sensible people to dispute as to whether we are drifting, for the direction in which we are going, and the situation at which we must shortly arrive, are plain enough to all intelligent observers. We hold this to be so obvious that, before troubling ourselves very much to bring proof, we wait to see whether there be anybody who is old enough and "crank" enough seriously to dispute it. The people of Canada may not altogether like the prospect, but, to vary Boss Tweed's expression, what are they going to do about it? What is there that they can by any possibility do to help themselves in the premises?

In so serious a matter, the public will be in no mood to take up the question as a conundrum, the answer to which keeps the word of promise to the ear only, while breaking it to the hope. We present it as a serious, practical question—a question which, as we hope to show, admits of a rational, practical answer. Holding it to be a point settled, then, that the existence of the various local lines as independent competitors cannot possibly be perpetuated, we ask next, what other form of competition is left to us, which is really practicable, and capable of being continued for the general good? A certain optical illusion—the mere unsubstantial shadow of competition—being now in rapid course of vanishing away, what reality of competition is there that we can grasp and keep hold of? Looking all around, and especially taking a good look ahead, can we discern anything that will do "to tie to," as the Americans say? This is the real practical point in the railway question, and we propose to give a practical answer. Our answer is that competition of the local railways with the great through railways having definitively failed, our policy under the circumstances should be to develop and perpetuate the competition of the great railways with each other. The Credit Valley and the Midland, for example, being unable to continue as independent competitors, let us try whether competition can be developed and sustained, on the large scale, between the Grand Trunk, the Great Western, and the Canadian Pacific. These are the three great east and west lines in Canada, and, as far as present facts and future prospects enable us to judge, there is between them and local traffic enough for all three. But, in order that we may have competition by the three all the way through, the Great Western must have a new eastward extension to the seaboard through Canadian territory, or the use of one secured and certain. With the Great Western terminating at Toronto, we have two roads going through to the seaboard, but only one, the Grand Trunk, which is a Canadian eastern outlet, and then we have three. The difference between having three great competing roads right through to our own seaboard, and having two only, appears to be something worth considering by the Canadian people. We hesitate not to say that it has been a gigantic blunder in Canadian railway policy that we did not long ago in some way or other provide for the connection of the Great Western with Ottawa, Montreal, Quebec, the Intercolonial system, and the maritime provinces. That is what we should have done when we were establishing Confederation; the double connection between Lake Huron and the Detroit river in the west, and the Intercolonial railway in the east, should have been considered and provided for from the beginning. It was a serious mistake that, with a double line west of Toronto, we did not then see the necessity of continuing it double instead of single only, all the way to Montreal, and, to natural deep water at Quebec besides. We repeat the assertion; we hold that we are not mistaken in characterizing this omission as a material blunder in our railway policy. The blunder is in our acknowledged one, too; the fact is that some of the most public spirited men in Canada have been trying to repair it ever since, as witness the efforts made at various times by Sir Hugh Allan and others. Had the thing we speak of been done at the time referred to, the benefit already accruing would have been incalculable. It can be done even yet, however, and if done there are literally "millions in it" for the Dominion generally, and for the Province of Ontario in particular. Those who constitute the assembled wisdom of the province are invited to consider it. "But," some of them may say, "towards the making of the missing link what can any one do? It is not proposed to build the new link with money out of the provincial treasury; some railway company or other must do it for themselves." All very true, gentlemen of the provincial assembly, we reply, there seems to be nothing particular that you can actually do in the way of helping the country towards the desired result. But it is a little longer to make sure. With scarcely an exception worth speaking of, the local roads in Ontario have proved unable to run themselves and remain independent. They have all or nearly all been compelled by pressure of circumstances to cease their hopeless struggles for life as separate and independent enterprises, and to coalesce with one or other of the great through lines. West of Toronto they have in their extremity been taken in out of the old by the Great Western and the Grand

Trunk, while in the eastern section, which

the Great Western does not yet penetrate, the Grand Trunk and the Sydney have done the duty which circumstances put upon them. The process of taking in enterprises which were too weak to stand themselves has been going on for years, but since the Sydney came upon the scene a new and apparently irresistible impulse has been given to the amalgamation movement. What is going on before, but slowly, the smaller lines on with great rapidity; the smaller lines are fast abandoning the hopeless single-headed struggle for existence, and are seeking shelter under the wings of the great companies. In this matter there is no room for sensible people to dispute as to whether we are drifting, for the direction in which we are going, and the situation at which we must shortly arrive, are plain enough to all intelligent observers. We hold this to be so obvious that, before troubling ourselves very much to bring proof, we wait to see whether there be anybody who is old enough and "crank" enough seriously to dispute it. The people of Canada may not altogether like the prospect, but, to vary Boss Tweed's expression, what are they going to do about it? What is there that they can by any possibility do to help themselves in the premises?

In so serious a matter, the public will be in no mood to take up the question as a conundrum, the answer to which keeps the word of promise to the ear only, while breaking it to the hope. We present it as a serious, practical question—a question which, as we hope to show, admits of a rational, practical answer. Holding it to be a point settled, then, that the existence of the various local lines as independent competitors cannot possibly be perpetuated, we ask next, what other form of competition is left to us, which is really practicable, and capable of being continued for the general good? A certain optical illusion—the mere unsubstantial shadow of competition—being now in rapid course of vanishing away, what reality of competition is there that we can grasp and keep hold of? Looking all around, and especially taking a good look ahead, can we discern anything that will do "to tie to," as the Americans say? This is the real practical point in the railway question, and we propose to give a practical answer. Our answer is that competition of the local railways with the great through railways having definitively failed, our policy under the circumstances should be to develop and perpetuate the competition of the great railways with each other. The Credit Valley and the Midland, for example, being unable to continue as independent competitors, let us try whether competition can be developed and sustained, on the large scale, between the Grand Trunk, the Great Western, and the Canadian Pacific. These are the three great east and west lines in Canada, and, as far as present facts and future prospects enable us to judge, there is between them and local traffic enough for all three. But, in order that we may have competition by the three all the way through, the Great Western must have a new eastward extension to the seaboard through Canadian territory, or the use of one secured and certain. With the Great Western terminating at Toronto, we have two roads going through to the seaboard, but only one, the Grand Trunk, which is a Canadian eastern outlet, and then we have three. The difference between having three great competing roads right through to our own seaboard, and having two only, appears to be something worth considering by the Canadian people. We hesitate not to say that it has been a gigantic blunder in Canadian railway policy that we did not long ago in some way or other provide for the connection of the Great Western with Ottawa, Montreal, Quebec, the Intercolonial system, and the maritime provinces. That is what we should have done when we were establishing Confederation; the double connection between Lake Huron and the Detroit river in the west, and the Intercolonial railway in the east, should have been considered and provided for from the beginning. It was a serious mistake that, with a double line west of Toronto, we did not then see the necessity of continuing it double instead of single only, all the way to Montreal, and, to natural deep water at Quebec besides. We repeat the assertion; we hold that we are not mistaken in characterizing this omission as a material blunder in our railway policy. The blunder is in our acknowledged one, too; the fact is that some of the most public spirited men in Canada have been trying to repair it ever since, as witness the efforts made at various times by Sir Hugh Allan and others. Had the thing we speak of been done at the time referred to, the benefit already accruing would have been incalculable. It can be done even yet, however, and if done there are literally "millions in it" for the Dominion generally, and for the Province of Ontario in particular. Those who constitute the assembled wisdom of the province are invited to consider it. "But," some of them may say, "towards the making of the missing link what can any one do? It is not proposed to build the new link with money out of the provincial treasury; some railway company or other must do it for themselves." All very true, gentlemen of the provincial assembly, we reply, there seems to be nothing particular that you can actually do in the way of helping the country towards the desired result. But it is a little longer to make sure. With scarcely an exception worth speaking of, the local roads in Ontario have proved unable to run themselves and remain independent. They have all or nearly all been compelled by pressure of circumstances to cease their hopeless struggles for life as separate and independent enterprises, and to coalesce with one or other of the great through lines. West of Toronto they have in their extremity been taken in out of the old by the Great Western and the Grand

Trunk, while in the eastern section, which

the Great Western does not yet penetrate, the Grand Trunk and the Sydney have done the duty which circumstances put upon them. The process of taking in enterprises which were too weak to stand themselves has been going on for years, but since the Sydney came upon the scene a new and apparently irresistible impulse has been given to the amalgamation movement. What is going on before, but slowly, the smaller lines on with great rapidity; the smaller lines are fast abandoning the hopeless single-headed struggle for existence, and are seeking shelter under the wings of the great companies. In this matter there is no room for sensible people to dispute as to whether we are drifting, for the direction in which we are going, and the situation at which we must shortly arrive, are plain enough to all intelligent observers. We hold this to be so obvious that, before troubling ourselves very much to bring proof, we wait to see whether there be anybody who is old enough and "crank" enough seriously to dispute it. The people of Canada may not altogether like the prospect, but, to vary Boss Tweed's expression, what are they going to do about it? What is there that they can by any possibility do to help themselves in the premises?

In so serious a matter, the public will be in no mood to take up the question as a conundrum, the answer to which keeps the word of promise to the ear only, while breaking it to the hope. We present it as a serious, practical question—a question which, as we hope to show, admits of a rational, practical answer. Holding it to be a point settled, then, that the existence of the various local lines as independent competitors cannot possibly be perpetuated, we ask next, what other form of competition is left to us, which is really practicable, and capable of being continued for the general good? A certain optical illusion—the mere unsubstantial shadow of competition—being now in rapid course of vanishing away, what reality of competition is there that we can grasp and keep hold of? Looking all around, and especially taking a good look ahead, can we discern anything that will do "to tie to," as the Americans say? This is the real practical point in the railway question, and we propose to give a practical answer. Our answer is that competition of the local railways with the great through railways having definitively failed, our policy under the circumstances should be to develop and perpetuate the competition of the great railways with each other. The Credit Valley and the Midland, for example, being unable to continue as independent competitors, let us try whether competition can be developed and sustained, on the large scale, between the Grand Trunk, the Great Western, and the Canadian Pacific. These are the three great east and west lines in Canada, and, as far as present facts and future prospects enable us to judge, there is between them and local traffic enough for all three. But, in order that we may have competition by the three all the way through, the Great Western must have a new eastward extension to the seaboard through Canadian territory, or the use of one secured and certain. With the Great Western terminating at Toronto, we have two roads going through to the seaboard, but only one, the Grand Trunk, which is a Canadian eastern outlet, and then we have three. The difference between having three great competing roads right through to our own seaboard, and having two only, appears to be something worth considering by the Canadian people. We hesitate not to say that it has been a gigantic blunder in Canadian railway policy that we did not long ago in some way or other provide for the connection of the Great Western with Ottawa, Montreal, Quebec, the Intercolonial system, and the maritime provinces. That is what we should have done when we were establishing Confederation; the double connection between Lake Huron and the Detroit river in the west, and the Intercolonial railway in the east, should have been considered and provided for from the beginning. It was a serious mistake that, with a double line west of Toronto, we did not then see the necessity of continuing it double instead of single only, all the way to Montreal, and, to natural deep water at Quebec besides. We repeat the assertion; we hold that we are not mistaken in characterizing this omission as a material blunder in our railway policy. The blunder is in our acknowledged one, too; the fact is that some of the most public spirited men in Canada have been trying to repair it ever since, as witness the efforts made at various times by Sir Hugh Allan and others. Had the thing we speak of been done at the time referred to, the benefit already accruing would have been incalculable. It can be done even yet, however, and if done there are literally "millions in it" for the Dominion generally, and for the Province of Ontario in particular. Those who constitute the assembled wisdom of the province are invited to consider it. "But," some of them may say, "towards the making of the missing link what can any one do? It is not proposed to build the new link with money out of the provincial treasury; some railway company or other must do it for themselves." All very true, gentlemen of the provincial assembly, we reply, there seems to be nothing particular that you can actually do in the way of helping the country towards the desired result. But it is a little longer to make sure. With scarcely an exception worth speaking of, the local roads in Ontario have proved unable to run themselves and remain independent. They have all or nearly all been compelled by pressure of circumstances to cease their hopeless struggles for life as separate and independent enterprises, and to coalesce with one or other of the great through lines. West of Toronto they have in their extremity been taken in out of the old by the Great Western and the Grand

Trunk, while in the eastern section, which

the Great Western does not yet penetrate, the Grand Trunk and the Sydney have done the duty which circumstances put upon them. The process of taking in enterprises which were too weak to stand themselves has been going on for years, but since the Sydney came upon the scene a new and apparently irresistible impulse has been given to the amalgamation movement. What is going on before, but slowly, the smaller lines on with great rapidity; the smaller lines are fast abandoning the hopeless single-headed struggle for existence, and are seeking shelter under the wings of the great companies. In this matter there is no room for sensible people to dispute as to whether we are drifting, for the direction in which we are going, and the situation at which we must shortly arrive, are plain enough to all intelligent observers. We hold this to be so obvious that, before troubling ourselves very much to bring proof, we wait to see whether there be anybody who is old enough and "crank" enough seriously to dispute it. The people of Canada may not altogether like the prospect, but, to vary Boss Tweed's expression, what are they going to do about it? What is there that they can by any possibility do to help themselves in the premises?

In so serious a matter, the public will be in no mood to take up the question as a conundrum, the answer to which keeps the word of promise to the ear only, while breaking it to the hope. We present it as a serious, practical question—a question which, as we hope to show, admits of a rational, practical answer. Holding it to be a point settled, then, that the existence of the various local lines as independent competitors cannot possibly be perpetuated, we ask next, what other form of competition is left to us, which is really practicable, and capable of being continued for the general good? A certain optical illusion—the mere unsubstantial shadow of competition—being now in rapid course of vanishing away, what reality of competition is there that we can grasp and keep hold of? Looking all around, and especially taking a good look ahead, can we discern anything that will do "to tie to," as the Americans say? This is the real practical point in the railway question, and we propose to give a practical answer. Our answer is that competition of the local railways with the great through railways having definitively failed, our policy under the circumstances should be to develop and perpetuate the competition of the great railways with each other. The Credit Valley and the Midland, for example, being unable to continue as independent competitors, let us try whether competition can be developed and sustained, on the large scale, between the Grand Trunk, the Great Western, and the Canadian Pacific. These are the three great east and west lines in Canada, and, as far as present facts and future prospects enable us to judge, there is between them and local traffic enough for all three. But, in order that we may have competition by the three all the way through, the Great Western must have a new eastward extension to the seaboard through Canadian territory, or the use of one secured and certain. With the Great Western terminating at Toronto, we have two roads going through to the seaboard, but only one, the Grand Trunk, which is a Canadian eastern outlet, and then we have three. The difference between having three great competing roads right through to our own seaboard, and having two only, appears to be something worth considering by the Canadian people. We hesitate not to say that it has been a gigantic blunder in Canadian railway policy that we did not long ago in some way or other provide for the connection of the Great Western with Ottawa, Montreal, Quebec, the Intercolonial system, and the maritime provinces. That is what we should have done when we were establishing Confederation; the double connection between Lake Huron and the Detroit river in the west, and the Intercolonial railway in the east, should have been considered and provided for from the beginning. It was a serious mistake that, with a double line west of Toronto, we did not then see the necessity of continuing it double instead of single only, all the way to Montreal, and, to natural deep water at Quebec besides. We repeat the assertion; we hold that we are not mistaken in characterizing this omission as a material blunder in our railway policy. The blunder is in our acknowledged one, too; the fact is that some of the most public spirited men in Canada have been trying to repair it ever since, as witness the efforts made at various times by Sir Hugh Allan and others. Had the thing we speak of been done at the time referred to, the benefit already accruing would have been incalculable. It can be done even yet, however, and if done there are literally "millions in it" for the Dominion generally, and for the Province of Ontario in particular. Those who constitute the assembled wisdom of the province are invited to consider it. "But," some of them may say, "towards the making of the missing link what can any one do? It is not proposed to build the new link with money out of the provincial treasury; some railway company or other must do it for themselves." All very true, gentlemen of the provincial assembly, we reply, there seems to be nothing particular that you can actually do in the way of helping the country towards the desired result. But it is a little longer to make sure. With scarcely an exception worth speaking of, the local roads in Ontario have proved unable to run themselves and remain independent. They have all or nearly all been compelled by pressure of circumstances to cease their hopeless struggles for life as separate and independent enterprises, and to coalesce with one or other of the great through lines. West of Toronto they have in their extremity been taken in out of the old by the Great Western and the Grand

Trunk, while in the eastern section, which

the Great Western does not yet penetrate, the Grand Trunk and the Sydney have done the duty which circumstances put upon them. The process of taking in enterprises which were too weak to stand themselves has been going on for years, but since the Sydney came upon the scene a new and apparently irresistible impulse has been given to the amalgamation movement. What is going on before, but slowly, the smaller lines on with great rapidity; the smaller lines are fast abandoning the hopeless single-headed struggle for existence, and are seeking shelter under the wings of the great companies. In this matter there is no room for sensible people to dispute as to whether we are drifting, for the direction in which we are going, and the situation at which we must shortly arrive, are plain enough to all intelligent observers. We hold this to be so obvious that, before troubling ourselves very much to bring proof, we wait to see whether there be anybody who is old enough and "crank" enough seriously to dispute it. The people of Canada may not altogether like the prospect, but, to vary Boss Tweed's expression, what are they going to do about it? What is there that they can by any possibility do to help themselves in the premises?

In so serious a matter, the public will be in no mood to take up the question as a conundrum, the answer to which keeps the word of promise to the ear only, while breaking it to the hope. We present it as a serious, practical question—a question which, as we hope to show, admits of a rational, practical answer. Holding it to be a point settled, then, that the existence of the various local lines as independent competitors cannot possibly be perpetuated, we ask next, what other form of competition is left to us, which is really practicable, and capable of being continued for the general good? A certain optical illusion—the mere unsubstantial shadow of competition—being now in rapid course of vanishing away, what reality of competition is there that we can grasp and keep hold of? Looking all around, and especially taking a good look ahead, can we discern anything that will do "to tie to," as the Americans say? This is the real practical point in the railway question, and we propose to give a practical answer. Our answer is that competition of the local railways with the great through railways having definitively failed, our policy under the circumstances should be to develop and perpetuate the competition of the great railways with each other. The Credit Valley and the Midland, for example, being unable to continue as independent competitors, let us try whether competition can be developed and sustained, on the large scale, between the Grand Trunk, the Great Western, and the Canadian Pacific. These are the three great east and west lines in Canada, and, as far as present facts and future prospects enable us to judge, there is between them and local traffic enough for all three. But, in order that we may have competition by the three all the way through, the Great Western must have a new eastward extension to the seaboard through Canadian territory, or the use of one secured and certain. With the Great Western terminating at Toronto, we have two roads going through to the seaboard, but only one, the Grand Trunk, which is a Canadian eastern outlet, and then we have three. The difference between having three great competing roads right through to our own seaboard, and having two only, appears to be something worth considering by the Canadian people. We hesitate not to say that it has been a gigantic blunder in Canadian railway policy that we did not long ago in some way or other provide for the connection of the Great Western with Ottawa, Montreal, Quebec, the Intercolonial system, and the maritime provinces. That is what we should have done when we were establishing Confederation; the double connection between Lake Huron and the Detroit river in the west, and the Intercolonial railway in the east, should have been considered and provided for from the beginning. It was a serious mistake that, with a double line west of Toronto, we did not then see the necessity of continuing it double instead of single only, all the way to Montreal, and, to natural deep water at Quebec besides. We repeat the assertion; we hold that we are not mistaken in characterizing this omission as a material blunder in our railway policy. The blunder is in our acknowledged one, too; the fact is that some of the most public spirited men in Canada have been trying to repair it ever since, as witness the efforts made at various times by Sir Hugh Allan and others. Had the thing we speak of been done at the time referred to, the benefit already accruing would have been incalculable. It can be done even yet, however, and if done there are literally "millions in it" for the Dominion generally, and for the Province of Ontario in particular. Those who constitute the assembled wisdom of the province are invited to consider it. "But," some of them may say, "towards the making of the missing link what can any one do? It is not proposed to build the new link with money out of the provincial treasury; some railway company or other must do it for themselves." All very true, gentlemen of the provincial assembly, we reply, there seems to be nothing particular that you can actually do in the way of helping the country towards the desired result. But it is a little longer to make sure. With scarcely an exception worth speaking of, the local roads in Ontario have proved unable to run themselves and remain independent. They have all or nearly all been compelled by pressure of circumstances to cease their hopeless struggles for life as separate and independent enterprises, and to coalesce with one or other of the great through lines. West of Toronto they have in their extremity been taken in out of the old by the Great Western and the Grand

NOTICE.

If you want a First-class Fall Suit, at a reasonable price, go to G. & J. Fawcett's, 287 Yonge St., where you can get a first-class fit without the trouble of trying on.

JAMES NOBLE

MERCHANT TAILOR,

No. 100 Yonge Street.

Messrs. Kennedy & Co.,

91 KING STREET WEST.

Have on hand a full assortment of FALL TWEED, Worsted, Serges, &c., and are turning out the finest work at the lowest prices in the city.

Remember the Address: KENNEDY & CO., 246 91 King St. West.

TEAS AND COF ES.

CONSUMERS' WHOLESALE TEA CO.

REMOVED TO 52 COLBORNE STREET.

Teas and Coffees wholesale to families.

Fine India Teas a specialty. Coffee roasted on the premises and ground when sold.

CONSUMERS' WHOLESALE TEA CO.

BREAD & CO.

WANTED, A few more Customers to BUY BREAD.

At Crumpton's Bakery, 171 KING STREET EAST.

DELIVERED DAILY.

The New Confectionery Store

No. 90 Queen St. West.

is fast gaining in popularity and is already doing a first class business. All orders promptly attended to. Entire satisfaction guaranteed in all instances. We invite the patronage of the public.

CHARLES SCHMIDT, 90 Queen St. West.

SIGN OF THE QUEEN.

RELIABLE GOODS!

The attention of housekeepers is called to our splendid stock of Christmas Groceries.

Finest Dessert Raisins, Shelled Almonds, Grenoble Walnuts, Fresh Filberts.

GENUINE LECHORN CANDIED PEELS.

SPECIAL—All our Cakes are selected and cleaned for our Retail Trade. Our Coffees are a treat, being all roasted on the premises. Finest Old Government Java, Mocha and Jamaica Coffee.

Parties wanting Pure Coffee can rely on getting it.

JUST TO HAND.

QUEBEC MAPLE SYRUP, TURKEY PRUNES, DRIED SWEET CORN.

EDW. LAWSON,

No. 52 King Street East, Noted for Teas and Coffees. 185

ARTIFICIAL LIMBS.

ARTIFICIAL LEG AND ARM CO., 131 BAY ST., TORONTO.

Mr. Thos. Coates, from Angus, Ont., says: "I have the improved Take-Up Joint, and the Waterman's always tightens the Joint with a small Screw Driver. I have been using the Waterman's for some time, and I can truly say it is a great trouble to the wearer of Artificial Limbs. Send for circular."

TRUSSES, CRUTCHES, AND SURGICAL APPLIANCES.

A few testimonials from abroad.

Mr. Thos. Coates, from Angus, Ont., says: "I have the improved Take-Up Joint, and the Waterman's always tightens the Joint with a small Screw Driver. I have been using the Waterman's for some time, and I can truly say it is a great trouble to the wearer of Artificial Limbs. Send for circular."

CHARLES CLUTTE, Surgical Machinist, 1184 King Street West, Toronto. 246

EXPRESS LINE.

T. FISHER'S EXPRESS LINE

CHEAPEST EXPRESS LINE IN THE CITY

5 Cent Parcel Delivery in Connection.

Arrangements made with merchants for delivery of parcels in large quantities.

T. FISHER, Proprietor.

ANNOUNCEMENTS.

SPIRITUAL MANIFESTATIONS!

Parlor Seances held at 104 RICHMOND STREET WEST every Monday, Wednesday and Friday evenings at 8 p.m.

Admission, 50 Cents.

Arrangements can be made for Private Seances.

ROSSIN HOUSE

IS THE LARGEST, COOLEST, AND SUMMER UNQUALIFIED IN CLEANLINESS, BEST VENTILATED, BEST FURNISHED, and the best managed Hotel in Canada.