THE TORONTO WORLD AN INDEPENDENT AND FEARLESS

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ADDRESS THE WORLD TORONTO.

PARLIAMENTARY PROCEEDINGS A PROMINENT FEATURE OF THE WORLD,

is its parliamentary news.

During the sessions a reliable e in no mood to take up the question as 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 im-portant information, impartial-ly given and stripped of all unne-cessary verbiage. oonundrum, 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

remises 9



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ADDRESS THE WORLD. TORONTO.

The Toronto World. THURSDAY MORNING, FEBRUARY 9, 1882.

BAILWAY COMPETITION AND THE BALANC OF POWER.

pose to give a practical answer. answer is that competition of the local It is deemed to be far the public good railways with the great through railways that we should have railway competition in having definitively failed, our policy under "Competition Canada, and plenty of it. is the life of trade," say some ; "the more the circumstances should be to develop the merrier," say others. We cannot and perpetuste the competition of the great possibly have too many railways, no fear railways with each other. The Credit of that ; the more railways, the cheaper Valley and the Midland, for example, being fares and freights will be to the people. unable to continue as independent competi-If through superfluity of speculation too tors, let us try whether competition can be many railways of the "Glenmutchkin" class developed and sustained, on the large scale, should be built, or merely projected and between the Grand Trunk, the Great West-

hd the Canadian Pacific respectively. remain one of the powers. The the Grand Trunk and the Syndicate have done the duty which circumstances put upon them. The process of taking in entime has come for the people and their representatives to declare that in the interest terprises which were too weak to stand of this country the separate identity and independence of the Great Western must this society is not a political selves has been going on for years, but and shall be preserved. And this brings us since the Syndicate came upon the scene a

since the Syndicate came upon the scene a and snall be preserved. And shall be preserved in should be publicly made or announced in the present practical duty of the Ontario should be publicly made or announced in the columns of some journal, which would new and apparently irresistic in the community in general to see how far and in what direction of amalgamation movement. What was going on before, but slowly, is now going on with great rapidity; the smaller lines are fast abandoning the hopeless singleare fast abandoning the hopeless single- public at intervals. It has been a frequent handed struggle for existence, and are subject of discussion at board meetings in seeking shelter under the wings of the great companies. In this matter there is up and attracts attention in Canada. All country from the other side of the Atlantic. great companies. In this matter there is no room for sensible people to dispute as to whither we are drifting, for the direc-tion in 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 proofs, we wait to see whether there be for the reason that it threatened anybody who is odd enough and "crink" to take away competition and impose upon nough seriously to dispute it. The people us a monopoly instead. Amalgamation, Canada may not altogether like the while deprecated by the Canadian people prospect, but, to vary Boss Tweed's ex- almost as one man, has never been wanted ion, what are they going to do about by the Great Western; so that here we have two principal parties concerned dead it? What is there that they can by any possibility do to help themselves in the against it. But the other one of the three principal parties concerned has always been more or less in its favor ; and, as

In so serious a matter, the public will already said, the pressure for amalgamation has always come from the Grand Trunk side. All the pressure brought to bear, and all the many and various plans tried, have failed so far. But the attempt is not yet abandoned, the war to force amalgamation upon the Great Western is still going on. rational, practical answer. Holding it to At present, as on some former occasions, the be a point settled, then, that the existence local House is the arenal where the attack is of the various local lines as independent pushed. All these London Junction, Loncompetitors cannot possibly be perpetuated, don and Port Burwell, and Torento and we ask next, what other form of competi-Hamilton or Niagara Falls railway bills are tion is there left to us, which is really part of the amalgamation campaign. It is practicable, and capable of being continued only a few little bills that the House is re quired to "do" at this time, but in the for the general good. A certain optical illusion-the mere unsubstantial shadow of passing of these little bills the competition-being now in rapid course of true railway interests of Ontario may vanishing away, what reality of competibe sacrificed and done for. These tion is there that we can grasp and keep bills, some of which still continue hold of ? Looking all around, and especito "come up smiling," though knocked out ally taking a good look ahead, can we of time on former occasions, are all attacks discern anything that will do "to tie to," as upon the outworks, by means of which it is the Americans say ? This is the real practical hoped to render the citadel untenable point in the railway question, and we pro-Once the Great Western is worried and harrassed into amalgamation, then-hey, presto ! down goes competition and up goes monopoly all over the Ontario peniusula Do our local representatives like the propect, do they realize what the kind of work is which their hands are asked to do? I they were going back to their constituents next month, would they take their public stand upon the policy of taking the who'e of this province west of Toronto, and handing it over bodily to the . Grand Trunk ? Yet this is the result towards which their action

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member the Address :

by this expression? Simply, in answer hereto, that it is a political organization and not a defensive institution for the

wheresoever and with whomsoever I believe that annexation would best serve the inter-

I have lately observed that Mr. Allworth

has been unseated or has resigned the presi-dency of this society, which I believe to be a good and valuable adjunct to the stability

of the institution, as he was seldom or ever inclined to be just and considerate towards the needy and the oppressed. His manner

was bluff, and his conversation was not gentlemanly enough to conduce to the wel-

fare of St. George's, in my opinion. AN ENGLISHMAN.

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Do you want to sell anything? Advertise in the World for TEN CENTS.

ilt at all, what ern, and the Canadian Pacific. These are chartered but never l matter ? That is the business of the pro- the three great east and west lines in moters, let them beware, the public have Canada, and, as far as present facts and nothing to do with it. Let railway pro- future prospects enable us to judge, there moters, and lawyers and contractors fight is between through and local traffic enough it out among themseives; the general public for all three. But, in order that we may can afford to look on, and may even enjoy have competition by the three all the way the fun of the scrimmage- Such was the through, the Great Western must have a prevailing view in England thirty-five years new eastward extension to the seaboard ago, it was put in practice too, on a large through Canadian teeritory, or the use of scale, and we know what followed. The one secured and certain. With the Great promoters went their warfare and did the Western terminating at Toronto, we have fighting with a vengeance, but not alto- two roads going through to the seaboard on gether at their owfre cost, by any our own soil; but, give this road means. The gullible British public, a Canadian eastern outlet, and then fancying themselves mere unconcerned we have three. The difference between "lookers on in Vienna," by-and-by realiz- having three great competing roads right ed that they had become deeply interested through to our own seaboard, and having partners in the game, though other hands two only, appears to be something worth held the cards and did all the playing. considering by the Canadian people. We When the railway craze was over, and after hesitate not to say that it has been a giganhundreds of millions had been lost almost tic blunder in Canadian railway policy that as completely as if thrown into the sea, we did not long ago in some way or other some districts found themselves permanent provide for the connection of the Great all hope of that enlarged competition be ly taxed to support two or three roads where Western with Ottawa, Montreal, Quethere was traffic for only one, while a conbec, the Intercolonial system and the siderable share of the vast amount sunk maritime provinces. That is what we had been' spent on mere paper projects should have done when we were establishof railways which never even progressed so ing Confederation; the double connection far as the interesting ceremony of turning between Lake Huron and the Detroit river the first sod. In the dear school of exper- in the west, and the Intercolonial railway ience the British public learned a bitter in the east, should have been considered lesson; and the views now held of the and provided for from the beginning. It will surely accrue if only mischief-work public interest in private schemes are was a serious mistake that, with a double ing hands be held off? Do they realize widely different from those which prevailed line west of Toronto, we did not then see the in the days of "King" Hudson, and of that necessity of continuing it double instead of do, and the vast prospective good (Coal. in the days of "King Futuson, and of that necessary of containing to Montreal, aye, which will be forever delet intensely realistic though fictitious charac- single only, all the way to Montreal, aye, they do it. We shall shortly see. ter-Mr. Reginald Augustus Dunshun- and to natural deep water at Quebec bener. That lesson sufficed for Eng- sides. We repeat the assertion ; we hold land, but somehow or other it did not that we are not mistaken in characterizing come close enough to Canadian circumstan- this omission as a material blunder in our come close enough to Canadian circumstan-this omission as a material blunder in our ces to do for us at the same time, and we railway policy. The blunder is an ac-your journal has attracted my attention in cess to do for us at the same time, and we had to have our own special bit of school-ing, of -course at our own special expense. Nay, it appears to be thought that we have not even yet had schooling enough in this particular line, and a host of pronot-ers are ready, if we will but open our mouths and shut our eyes, to give us what nore we need of it, and to send us out "tinished" and done for up to the handle. Let us try to get down to the bottom yet, however, and if done there are lite temporary relief, and who otherwise a left at the mercy of the outer world. facts of the railway question in Canada; rally "millions in it" for the Dominion do not know of a case where such a cour let us find out what people mean or think generally, and for the Province of Ontario has been adopted by those whose duty they mean when they talk of competition, in particular. Those who constitute the is to aid in the proper management an what sort of competition is really feasible assembled wisdom of the province are inand practicable, and what other forms of vited to consider it. "But," some of it there may be in contemplation which them may say, "towards the making of the in Canada from the old country, especial are visionary and simpracticable altogether mere will-o'-the-wisps to lead people are visionary and Simpracticable altogether astray. We affirm, then, to begin with, that the competition of merely local lines, out of the provincial treasury; some rail-their native land, have a right to demand that the competition of merely local lines, even those of considerable length included, from which so much was expected, has themselves." All very true, gentlemen of the provincial assembly up which the provincial assembly up which the provincial assembly up which the provincial assembly up the provincial assembly provincial ass the provincial assembly, we reply, there seems to be nothing particular that you can actually do in the way of helping the tatually do in the way of helping the most distinctly and most decisively failed It is utter nonsense to argue that the experiment has not yet been country towards the desired result. But toils of nature in reaching a new cli sufficiently tried, and that we ought to try might we suggest that you should at least years, and did not know of the existence it a 'little longer to make sure. With it a 'ittle longer to make sure. With scarcely an exception worth speaking of, the local roads in Ontario have proved un-able to run themselves and remain indepen-dent. 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 through lines. West of Toronto they have and to maintain a balance of power he-in their extremity been taken in out of the tween the great railway companies, and to chain this city, not for the purpose of chains but for nolitical and citizenza old by the Great Western and the Grand Trunk; while in the eastern section, which the Great Western, as well as the Grand question, for aught 1 know, may be

