

SIGNED ARTICLES.

The World is striving first of all to be a news paper and next to be a journal of opinion. While in this latter capacity we hope to always have opinions of our own to express we shall equally endeavor to give those who hold opposite, or somewhat different views, a chance to present their case.

For some months back The World has been publishing occasional signed articles from the pen of Mr. Philip, Argus, Delta and others. These writers are men who all hold decided views on our political and commercial relations, and whose views would not be tolerated in either the Globe or the Mail, though their articles on "subjects not dangerous" have often had a place in their editorial columns.

PERSONAL POLITICS IN MUSKOGA. Muskoga, delightful resort of summer travelers and land of rock and pine, is also, politically considered, a constituency fond of elections. It had an innings in common with the rest of the Dominion last June; it was favored with one of those by-elections which so unkindly upset the calculations of our friends, the conservatives, and as a result of the petition now pending before the court there is every probability that it will soon have an opportunity of again saying who shall be its representative in the house of commons.

It is quite in accordance with the fitness of things that the Toronto Globe and the Hamilton Times, both free trade papers, should join the Bulletin in calling the recent vote of York state an act of folly. In one sentence the Times quotes from the Bulletin and gives its own opinion thus: "Never did a commercial community commit an act of more ludicrous folly, but Canada will follow the example and vote her share of the bonus to the Western States. See if she doesn't." And the Globe thus delivers itself on the subject:

"There is evidently going to be no end to the free canal business until the New York and Canadian governments provide canals free of tolls and do all the towing for nothing. Having secured the passage of their free canal amendment, the Erie canal interest has already commenced an agitation for enlargement and improvement of the waterway. The Canadians, they say, will be sure to follow the lead of New York in abolishing the tolls. Hence New York must, at the public expense, double the size of the Erie, or that canal will get no business. It is only two weeks ago that the voters of New York were assured that if the tolls were abolished the Erie could hold its own. The change of tone is somewhat sudden. With what will the canal men be satisfied?"

These sentences have the true free trade ring about them. For the people—the commonwealth—to resort to state action as a means of protection, against either foreign competition or private monopoly is an infraction of the inflexible laws of political economy, and an act of folly. Do nothing at all, just let things take their course, and by-and-by we shall have the survival of the fittest. We propose to consider on another occasion the contention that in making free canals the east robs itself to give a bonus to the west.

On another point the Globe is probably in the right. The late Mr. Frank Shanley, whose opinion on such a matter should command consideration, used to say that to get water enough for an enlarged Erie canal was impossible. As the Globe says, the water supply not infrequently proved insufficient for the canal as it is.

OBJECTIONS TO FREE CANALS. The New York Commercial Bulletin, it appears, thinks that the people of the state have done foolishly in voting to make the canals free. Its objections are quoted in the Globe as under:

public expense in the first place. Had the people of the neighboring state been wiser from the start, they would have suited some big company got a charter and took the job in hand, after which the company aforesaid would have charged such tolls and given such accommodation as suited themselves and not the public. "The public be damned," said Van-orbit recently. His injudicious freedom of expression, which occasion has done the anti-monopoly cause more good than could have been done by hundreds of able articles and speeches together. The people have had enough experience of what monopolists like Van-orbit and G-uld will do when and where they have the power. And, in the light of this experience, the people of "York State" and others interested have abundant reason for rejecting to-day that once upon a time there was a man named DeWitt Clinton, through whose energy and perseverance mainly it happened that the Erie canal was built.

On the same principle, too, it was an act of folly for Canada to have built the Welland and St. Lawrence canals at the public expense. Far better to have carried out thoroughly the free trade principle of leaving everything to private competition. If these Canadian canals on the main waterway east and west were really wanted, and would pay, some company or other would have built them. If not, the fact would be proof that no such canals were wanted. Leave canals, as well as everything else, to private competition. This is exactly what the monopolists want, and the Bulletin pleads their cause.

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"The abolition of tolls enables the western farmer to add about 1 cent per 100 lbs more than he would otherwise get in his entire produce to the board of the Erie canal. The Erie canal is a paying proposition. It is necessary to our carrying his produce to market. That some one else has to be the people of the state of New York, who, with retaining liberty and without any sort of compensation, have decided that in future they will no longer charge anything for the use of their waterways in carrying western products. This is a most unwise and ruinous policy. It is now ages that about \$5,000,000 or annum, the people of this state will make a clear deduction of that amount to the west, besides which the latter section will derive an equal benefit on all tolls that take other routes to the seaboard."

"If this act has been intended for what it really is, a free and simple bonus to the west, with no compensating advantage, we at least could have afforded to renege our promise. The Erie canal was designed as a showy contrivance to divert from the canal carriers at the expense of the railroads. By no possibility can either of these objects be secured; and therefore, a net measure of free canals is, in aiming at stealing a march on other ports, but in making a laughing stock by its unfulfilling nothing more or better than to saddle our lives with a permanent taxation of \$5,000,000 a year for the exclusive benefit of another section. Ever did a commercial community commit an act of more ludicrous folly."

This is proving too much. If it is an act of folly to make the canals free, it was equally foolish to build these canals at the

expense to British connection, and as guilty of "vicious treason" whatever that may mean. Now if that resolution meant anything, it assuredly meant that we ought to have the right to make with the United States whatever kind of commercial treaty might promise the greatest amount of advantage to ourselves. Even "Argus" will admit the possibility of a custom union being some day the best relation for this country to sustain to the United States. Suppose for example that the system of protection in that country were to break down, that the competition of English goods and the cheapening of production were to enormously diminish the cost of goods in the United States corresponding to those we make in Canada; that in addition to the above-mentioned duty to diminish a sort of protection there existed an enormous tax on the assassination of smuggling. What should be done? The only thing that could save this country from being utterly smashed as between millstones would be the making of trade with the United States as free as possible—in other words, to enter into a commercial union and abolish the customs-tariff between the two countries. Under such circumstances all classes would clamor for such a remedy—farmers, lumbermen, fishermen, miners, merchants and manufacturers of all classes.

Have I been exaggerating in my supposition? Cannot "Argus" see what is coming? The late democratic tide-wave in the United States means more than is generally supposed. It means that the politicians—both sides must admit the necessity of a reform; that both sides must commence talking in the same way; that the idea must become more and more popular; that both parties must vie with each other in promising to do something to lessen the burden of taxation; and that some anti-fort to lessen that burden will eventually, and before long, result in reducing protection to a minimum amongst our neighbors and provincials. If the "National liberal" and "Argus" climb their little hillocks and complacently fancy themselves secure because the flood is yet distant, they will find themselves speedily overwhelmed when the tide rises.

I am not going to discuss here the question of free trade versus protection, that is too large a subject to argue in a single letter. What I want to point out to the promoters of the new movement is that they had better not hamper themselves with either a protectionist or a free trade platform. If I understand the signs of the times at all they indicate that only on the broad platform of Canadian nationality can any new party plant itself firmly. To attempt to "fit the principle of nationality" by any protectionist bed of protection is absurd; it would be equally absurd to regard free trade as one which more essential. "Argus" would have all nationalistic protectionists; others would have them all free traders; I want them all for Canadian interests whatever policy may for the time be best adapted to promote them. I happen to believe that the best policy is one of lightest possible taxation, but I do not care that heavy taxation is good for the country and I am with you. Another believes that protection to home industries is the best policy just now; let him be equally ready to adopt absolute free trade, if that can be demonstrated to be best for our country. On this compromise a truly national party will follow the Canada first party into the limbo of long-forgotten. The Canada first principle is a dead dog; if the National liberal union were to pass away this would not mean that either nationalism or liberalism was no more. It would only mean that some national liberals had organized themselves into a party with an inefficient standing room, that some of them had been crowded off, and that the trade plank on which the remnant had huddled for protection—excuse the apparent pun—had broken ground and let them descend to more solid ground.

Why cannot we have a national party without any trade policy at all, except the policy of preferring Canadian interests to all others? Let us abandon not merely the trade policy, but the entire national movement. If it points to increased protection to home manufactures, so be it; if it points to an imperial preference, so be it; and if it points to a customs union with the United States, who shall draw back, and why? I am not strenuously afraid of commercial union if that is clearly our best trade-policy. Am I told that it will prove incompatible with British connection; then in the immortal words of the conservatives in 1878, "so much the worse for British connection." Am I told that it will lead eventually to annexation? Then I reply (1) that the people of Canada need to be trusted to judge for themselves about the expediency of annexation when the issue becomes a live one, and (2) that the surest way to promote a feeling in favor of annexation may be to prevent our people from trading freely with the United States. There are many in all the provinces who want to trade freely, and if they are not allowed to do it as Canadians they will hanker after being allowed to do it as citizens of the United States. Men who have spent very much more, in the way of time and effort and hard cash all together, if the Grand Trunk gobbles up the Northern and Northwestern, all this money and effort will have been wasted, and the ambitious little city will have been handed over body and bones to the tender mercies of the great alligator corporation, which swallows up all before it. The charge is openly made that some of her citizens, from

whom better things might have been expected are on the side of the Grand Trunk and are actually helping the swallow forward all that they can. The fact is that the consequences of fusion to the people of Ontario are just beginning to appear. Perhaps the World was right in its warnings of last winter on this subject. These our own papers which might have supported our early and long continued efforts, almost a generation, but did not, have now ample opportunity for rediting on the wisdom of their course.

THE "NATIONAL LIBERAL" WITHIN YOU. (To the Editor of The World.) Sir,—The Trades and Labor Council have a large and justly-earned reputation for Mr. W. Whitrow in the "Trades and Labor Council." This is a decision in many ways of the greatest importance. It cannot be pronounced a political move, because Mr. Whitrow is a agitator, and many of those who voted against supporting him are agitators. This does not affect the importance of the action. It is impossible to see the industrial class when they are masses not to be classed when they are directly or indirectly all "in a row" to have a party to change the relations of political economy, and therefore of politics. But they will not do this unless they are strongly backed by party politicians. They are political economists in their own minds, but in their politics they are glib and unscrupulous; and as a consequence they are forever seeking to weaken and to overthrow the men who are the backbone of the industrial class, and who are the only ones who are to be the best of the advantage. The occasion presents itself now in the midst of the election campaign. It is probable that the labor classes by many could follow Mr. Whitrow out, and that a large number of them will do so. They will do so if they will do their power with the best effect of the public interest. They will do so if they will do their power with the best effect of the public interest. They will do so if they will do their power with the best effect of the public interest.

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REPLY TO A MALICIOUS LETTER!

The following is a reply just received from Mr. A. Weber, Piano Manufacturer, New York, when asked as to the authenticity of a certain letter which is being distributed in the form of a circular by Piano Agents in Canada, with a view to the malicious injury of the "R. S. WILLIAMS & S. N. Piano".

NEW YORK, Nov. 8, 1882. R. S. WILLIAMS, Esq., Toronto, Can. My Dear Sir,—I am in receipt of your favor of the 2nd inst., enclosing a letter purporting to be a copy of one written by myself, which you ask if it is a correct copy, and whether it has my sanction. In reply, beg to say it is not a correct copy, nor has it my sanction or approval.

Yours truly, A. WEBER. R. S. WILLIAMS, Piano Manufacturer, 143 Yonge St., Toronto, Ont.

SIMPSON'S Mens Hand Made Lace Boots \$2.50. COR. QUEEN AND TERAULEY. SIMPSON'S Mens Gaiters, hand made, \$2.50. COR. QUEEN AND TERAULEY. SIMPSON'S Boys and Youths' Lace Boots, good value. SIMPSON'S Stock of Childrens' wear unequalled. SIMPSON'S Shows Ladies' Goods which can't be beat. SIMPSON'S COR. QUEEN AND TERAULEY.

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