

a little of a roundabout or curve in coming from Guelph to Toronto by the Grand Trunk, and also in coming by the Great Western to Hamilton. But practically this is nothing to you at all. For these roads compete with each other from Guelph, and from Guelph, freight will always be carried to Lake Ontario as cheaply as it is possible for a railway to carry it. To show how this competition actually operates now, you have but to recollect that the Great Western carries freight from Guelph to Hamilton, $46\frac{1}{2}$ miles, thence to Toronto, 39 miles further,—total, $85\frac{1}{2}$ miles, for about the same rates that the Grand Trunk charges over its 48 miles from Guelph to Toronto. The Guelph line, located in your own district of country, will be perfectly straight, or nearly so, to some point Northwestward, whence it will have to be continued in one direction to Lake Huron, and in another to the Georgian Bay. Any line whatever, to accommodate your district generally, *must* branch off somewhere, to reach these two different shores, both of which will certainly claim to be accommodated. Within your own district there would not be a single superfluous mile of railway by the Guelph line; every mile would tell directly. The very little roundabout that your produce will have to be taken after reaching Guelph need not count for a feather's weight in your consideration; for the competition of the Great Western and the Grand Trunk will relieve you of all trouble on that score.

Then, as to the question of markets. The Guelph line will secure to you the command, not only of two competing lines for a considerable portion of the distance to Lake Ontario, but the choice of two markets. "Reciprocity" has ceased to exist now, but it is still worth while to have an eye to the future, and we may have reciprocity again by-and-by. The indications are that the Americans have already realized what a blunder they have made in terminating the old arrangement,