

same return. There is cause to rejoice at the progress the country has made in this respect in times past, and probably the quantity of apples now being packed and sent forward to market is greater than on any former season; but there is still ample room for progress, and we should not rest satisfied until we have achieved it. We have obtained just distinction, for our superior stock and grain, with a little effort we can render our fruit—at least our apple crop—quite as celebrated both at home and abroad.

A SECOND RAILROAD ERA.

CANADA may now be said to have fairly embarked in its second era of Railway Improvement. Our first was when the Great Western and Grand Trunk lines were constructed, and several of the branch lines which now serve as feeders to those two great arteries of traffic. Within a few years somewhere about \$100,000,000 of money must have been spent on different public works! The greater portion of this large sum was foreign capital—principally English—which was either invested by the possessors themselves, or borrowed by our Government and municipalities in the London money market. The effect of this large influx of capital into Canada was soon made evident. Montreal awakened to new life and activity, and with the opening of the Grand Trunk, received an impetus whose fruits are to be seen in its present size, wealth and commercial activity. Toronto also felt the prosperous wave, and indeed, all sections of Upper and Lower Canada, and particularly those districts close to the two great lines of railway, felt that we had emerged into a new and brighter era. Since the completion of these roads and their branches, we have not made very rapid progress in railway building. The fact is, the other parts of the country were hardly prepared for them, either as regards furnishing traffic or aiding in their construction. But during the present decade, as the census of 1871 will abundantly prove, our country has made great progress, and the spirit of railway enterprise seems again to have taken possession of almost every nook and corner of the land. The number and importance of the different railways at present projected, and certain to be built within a few years, indicate very plainly that we have begun our second era of railway building, whatever its result may be. We have first the great Intercolonial line, which is to unite Quebec and Ontario with New Brunswick and Nova Scotia. This is, like the Grand Trunk and Great Western, a Trunk line, and from its great length, and the money which will be spent for years along its route, must do much to open up and settle all the tracts of country through which it will pass that are fit for settlement. Without referring to the question of route, which does not properly come into view here, this road must largely benefit the Eastern portions of Quebec and the Northern parts of New Brunswick. In the Province of Quebec, the experiment of wooden railways seems about to be made. And coming westwards, we find that active steps are being taken at Kingston and Belleville to construct a road into the Mador-Mineral regions. This line will most probably have a chief terminus at Kingston, and although it will not be very long, its construction must beneficially effect the whole tract of country lying back of Kingston and Belleville. We believe this railway must soon go on. It is needed and no delay should take place in beginning it. Near the thriving town of Whitby on the Grand Trunk below Toronto, His Royal Highness, Prince Arthur, recently turned the first sod on a short road from that place to Port Perry, a thriving village on Lake Scugog. It is understood this undertaking will be proceeded with promptly. From the capital of Ontario, Toronto, two large lines are about to be commenced. These are to be constructed on the narrow-gauge principle, and the one line, the Toronto, Grey and Bruce, will run a little north-by-west through the most fertile parts of the country to Lake Huron, the other line, the Toronto and Nipissing, will run through a vast extent of back country in a north-eastern direction from the city, its ultimate terminus being expected to be Lake Nipissing. Both of these undertakings are Toronto enterprises, and very spirited, indeed, have been the efforts put forth by the merchants and business men generally, to render them successful. These projects show Toronto to be very ambitious, and manifest a strong desire to drain the whole trade of Ontario into its lap. The city has contributed \$50,000 towards the two railways, and bonuses have been obtained from many municipalities through which the roads

are expected to pass, but probably not yet sufficient has been contributed to ensure either of the projects being carried out in its entirety. They will, in all probability, shortly be begun, and as the work proceeds, it is quite possible means may be found to carry both undertakings to completion. If both projects prove successful, they must inevitably add to the importance and prosperity of Toronto, and tend to give the City that complete supremacy in Ontario which its public men are so ambitious to achieve. Next in order we come to the Wellington, Grey and Bruce line. This project may be justly denominated a Hamilton enterprise, and is the great rival of the Toronto, Grey and Bruce—both of which at the time we write are engaged in a deadly struggle in the County of Bruce for the large subsidy offered by that county. A by-law has been passed by that corporation granting the subsidy to the Wellington, Grey and Bruce line. (Hamilton enterprise) and the ratepayers are to vote upon it on the 2nd prox. Large deputations from Hamilton and Guelph, in its favour, and from Toronto against it, are now scouring the County, and as much agitation exists as during a political campaign. The Wellington, Grey and Bruce line starts from the enterprising town of Guelph, and is intended to run in a north-westerly direction to Lake Huron. Part of the road—a distance of thirteen miles between Guelph and Elora—is already in process of construction, and is expected to be finished and running by Christmas. We feel pretty confident the whole of this railway will ultimately be made. It certainly ought to be. On reaching Guelph, the inhabitants of the splendid country on the shores of Lake Huron would be brought into connection with the whole railway system of the country, and that too, by a comparatively short line. We regard this line as a very important one not only to the people of Grey and Bruce, but also the whole of Western Ontario, and we view the benefits to flow from its construction to be such, as must ensure the success of the undertaking at an early day. The people of Hamilton have largely assisted the line, and have exhibited unusual enterprise in advocating and pushing it forward. Another large line of railway in Ontario must soon be proceeded with. We refer to the long projected line for many years known under the name of the "Southern" road. A charter is now held for that line between Windsor and Fort Erie, and at the next Session of the Ontario Legislature two new applications are to be made for Charters for a line from the St. Clair River to Fort Erie. Here applications are to be made in the interests of certain Americans, who want this new road to be part of a grand Trans-Continental line, and are understood to be prepared to find capital to build it if a Charter can be obtained. We feel quite confident, then, that the people residing along the shores of Lake Erie will before long see one of these Railways commenced. Such a line must undoubtedly add to the already great prosperity of the Western peninsula. We might speak of other projected railways, (the proposed line from the Northern Railway into the Muskoka district, for instance,) but we think we have said sufficient to show that we are entering upon our second railroad era, and that railway enterprise has become the order of the day. The question naturally arises—What effect will these enterprises have upon the public welfare? There can be but one answer—they must develop our resources, stimulate our business energies, and increase the general prosperity. The capital expended may not probably equal that spent during our first railway era. But as the Intercolonial itself will certainly not cost less than \$25,000,000 before it is in running order, we may safely assume that there will be spent at least \$50,000,000 on new railways in Canada before five years, and if we undertake a line to Red River—as many believe we must—the estimated outlay of the whole will not fall much or any short of \$100,000,000. One difference from our first railway expenditure will be, that only a part of it will be foreign capital; that a large portion of the cost of the projected railways will be contributed by our own people. But in any event, the money will be spent, and its effect will be seen in the advanced value of real estate, and the increased activity and prosperity which will be manifest. One word of caution, however, may not be amiss, before we leave the subject, and that is that the people should take care that as the railways they commence are now, or will be required, by the business of the country. Bad investments in railways are bad investments in anything else, and it behooves the public to endeavour to avoid them. However, railways must inevitably pay either in one

shape or another, and we congratulate the country on the increase of railway enterprise among us, for it not only evidences the present healthy condition of Canada, but points to better things in the future.

MORE WORK FOR THE SESSION.

WHEN the Local Legislature of the Province of Ontario meets on the 3rd of November, there promises to be plenty of business before it. We gave two weeks ago, several applications for Bills which were to be made to it, and since that time we observe that a great many other notices have been given. The number of Bills for the formation of Companies will be unusually large. Besides those we gave recently, charters are to be asked for the following:—To build a railway from Kingston to Madoc, to construct a branch railway between Brantford and Harrisburg, on the Great Western Railway to authorize the construction of a railway from some point on the "Northern Railway, within the County of Simcoe, to unite the waters of Lake Simcoe with those of "Lakes Muskoka and Rosseau, within the County of "Victoria and district of Muskoka, with Nanche "and extensions to Georgian Bay, and within and "through the Parry Sound district." For a new railway to be called the "Detroit and Niagara River Railway" and also to build a railway from "the village of Port Credit, through the Counties of Peel, "Halton, Wellington and Bruce, or parts of those "counties, the company to be called the Peel and "Huron Railway Company." Railway enterprise must, we think, be looking up in Canada. When we consider the lines about being commenced, and the companies now applying for charters, it would appear that we are likely to have plenty of railways before long. The townships of Tilbury East, Huntley and "Portland, will apply for Acts confirmatory of surveys made in them. The St. Catharines, Thorold and Suspension Bridge Road Co., will ask power to impose and levy tolls on their road in the town of Clifton. Acts of Incorporation are to be sought for by the Belmont Marble and Mining Co., and the Brockville Chemical and Superphosphate Co. The Church Society of the Diocese of Huron intend to apply for Acts to enable them to sell certain land in the township of Goderich, and to legalize a conveyance of a lot of land in North Dumfries. The Credit Harbour Co. and the Peterboro' and Haliburton Railway Co. desire amendments to their charters, and the Hamilton and Port Dover Railway Co. will apply for an Act to revive and continue theirs. The township of Collingwood will ask power to construct a harbour, and erect a wharf and breakwater at the mouth of the Beaver River, and impose and collect harbour dues. Mr. Edward Stonehouse, of Strathroy, seeks by aid of Parliament to have his name placed on the roll of the Law Society. And Mr. James H. Dixon wants an Act to enable him to render the River Mississippi navigable above Carleton Place, with the right of imposing tolls, and to acquire all such lands as may be requisite for the foregoing purpose. It is proposed to establish a Collegiate Institute for general learning at Georgetown, in the County of Halton, and an act to authorize it to be asked for. When, in addition to the above, the reader remembers the number of notices for bills we referred to in a recent issue, and also the bills which the Local Ministry will submit, as well as public bills in the hands of private members, it will be evident that the Ontario Legislature has a busy session before it. Ontario is threatened with too much, rather than too little legislation, and it behoves the Ministry, who are responsible for everything done, to take care that no legislation is allowed which is not *pro bono publico*.

WHO PAYS THE DUTIES?

THE recent speech of the Hon. John Young, at Waterloo, in favour of independence, coupled with a commercial Zollverein after the German model, has given rise to a discussion in the *Gazette* by several writers on the question of who pays the duties on exports, the producer or the consumer. Mr. Young, who, we believe, calls himself a Free Trader, in his speech argued that the revenue levied on produce imported into the United States from Canada was so much paid by or lost to the Canadian producer, and that with a system of free trade between the two countries there would be great gain to Canada. If people could only be got to agree with Mr. Young, we fancy the bait of free-trade with the United States would be so alluring as to overcome the perhaps natural prejudice the farmers, lumberers, &c., of