

although disagreeable to residents, is a sure indication that within those mammoth factories are toiling thousands whose labours are ever tending to enrich the city. We think we are safe in saying that Toronto is progressing more rapidly as a manufacturing than even as a commercial centre, and it is the side by side growth of these two interests that we think must ultimately place it in the van of all Canadian cities.

The Globe, a few days ago, in the course of a very interesting article upon the commercial growth of Toronto, has the following table shewing in concise form the estimated total volume of trade or amount of sales in the various branches for the year, 1882. The figures will be found approximately correct:—

Dry Goods.....	812,000,000
Groceries.....	8,000,000
Hardware.....	3,800,000
Boots and Shoes.....	2,000,000
Leather.....	2,000,000
Millinery.....	2,000,000
Hats, Caps and Furs.....	1,000,000
Clothing.....	1,200,000
Fancy Goods & Fancy Dry Gds.	2,000,000
Jewelry.....	1,000,000
Stationery.....	2,100,000
Paints, Drugs and Oils.....	2,800,000
Crockery and Glassware.....	800,000

Total trade for 1882, \$40,000,000

It will be seen by the above figures that the wholesale trade of Toronto at first hands, irrespective of produce, will for the present year, 1882, total \$40,000,000, as compared with \$35,000,000 in 1881, and \$31,000,000 in 1880, or an increase in two years of \$9,000,000. The 150 houses give employment to about 4,000 persons.

The value of the imports for the first three-quarters of the calendar year amounts to \$15,132,426. A low estimate will place that for the current quarter at \$8,600,000, making a total import value for 1882 of \$18,732,426, as compared with \$13,500,461 for 1880, and \$17,565,890 for 1881. The value of imports in 1876 was \$12,637,239."

"WE CAN'T CHECK MANITOBA."

"That the road shall be allowed full play from twenty years from now, and only ten years after construction, and that it should be protected from the chance of being robbed of all the profits, robbed of all the gain, the legitimate gain which the company expects to get from this enter-

prise, and the employment of their capital. This was done only to protect them for the first ten years of their infant traffic. We know perfectly well it will take many years before that country is filled up with a large population, and the first ten years will be most unprofitable; we know perfectly well that it will require all the exertion, all the skill, and all the management of the Company to make the eastern and western sections of this road fully compensate them, and fairly compensate them for their responsibility and for their expenditure during these two years. In order to give them a chance we have provided that the Dominion Parliament—*mind you, the Dominion Parliament; we cannot check Ontario; we cannot check Manitoba*—shall for the first ten years after the construction of the road give their own road, into which they are putting so much money and so much land, a fair chance of existence." *Extract from Sir John Macdonald's speech in Parliament on the Pacific Railway Charter.*

The Local election in Manitoba which comes on now in a few days, is being fought out entirely on the question, "shall we have railroad competition, or shall we be left to the tender mercies of the Canada Pacific Railway for the next twenty years as proposed by that corporation." This issue, as every one knows, has been brought about by the disallowance by the Dominion Government of the charter of the Manitoba & South-eastern Railway charter, lately passed by the Local legislation of Manitoba. This road, which, as every one knows, was intended as an opponent to the Canada Pacific, by enabling the Grand Trunk and American railroads to gain admittance into Manitoba and the North-west Territory, would have been a great boom to the people of those western Provinces, because, as soon as it was completed, the exorbitant rates charged by the St. Paul & Manitoba, and the Canada Pacific Railway, which are really owned and run by the same company, would have to be lowered to something like reasonable rates.

This monopoly, the Pacific Railway Company of course will seek to preserve at all hazards, and it seems that in spite of the explicit declaration of Sir John Macdonald, as quoted above, that the Dominion Government is bound to stand by their railway friends and see them through. Whether this be a wise policy,

or whether they cannot help themselves it is hard to say, but the result as far as Canada is concerned is not hard to determine. It is only a matter of time when public sentiment on this question of railway competition for the Northwest will force the government to concede to the people of Manitoba, what they ask and grant them the inalienable right that every people have of self government. As a matter of fact, this disallowance of the Manitoba & South-western Railway is a matter that the Dominion Government has no connection with whatever, and belongs purely to the Province passing it. It is therefore a question for the people of Manitoba to decide, shall we have the right, the same self-government as is accorded the people of the other Provinces, or shall we suffer the Dominion Government to trample upon our rights as they seem inclined to do?

We shall be more than surprised if the verdict is not against monopoly, and in favor of free railway communication with the rest of Canada. If this is the case the fight will then be transferred from Manitoba to Ottawa, and we shall have the Federal Government at loggerheads with both Manitoba and Ontario. The question of Dominion interference with Provincial rights is getting to be a very important one, and it seems not improbable that if it is not exercised very discreetly and sparingly that we shall have trouble before our people will submit to it.

So far as Manitoba is concerned, we think that that Province is in common fair play entitled to railway competition, just as much as is Ontario or Quebec, and we all know that if the Intercolonial were handed over to a company and Canadian traffic over American railways to the seaboard interdicted, a rebellion would very soon follow.

Whatever be the result, we trust it will be brought about in a peaceable manner, and that by convincing the eastern Provinces that they are in all justice entitled to this demand, they may secure this much desired and needed competition. If they fail in their attempt, they will be entitled to the sympathy of the rest of the Dominion. While the speedy construction of the Canada Pacific Railway is a great national necessity if we are to have prolonged prosperity, the shutting off from it of all honest competition, while enriching its owners at the public expense, will act as a clog on