

England, he would have none of it. The speaker warned his auditors that there is much to be done before we can get the trade which should be ours by right of natural advantage. Of all the twenty millions or more of surplus grain grown in Manitoba and the North-west of Canada, for instance, the Canadian route handles but a small share. This disproportion must be altered. Neither the Grand Trunk nor the Canadian Pacific brings to the St. Lawrence one-tenth of our western grain—it goes mainly to United States ports or the seaboard. The Parry Sound and Ottawa Railway, it is true, is referred to as likely to carry a good share of this grain, and of American north-western grain as well. And the Premier intimates that Parliament will help, where it can, this consummation, while warning Montreal to prepare its harbor for increased grain shipment.

It may not be out of place to remark that our natural climatic conditions interfere with the movement of Western grain *via* our chief city. The first of October is the earliest date at which we can expect shipment of Manitoba wheat; and when the pressure of grain export comes upon Montreal in the busy months of October and November, the rates of ocean freights from that port rise above the parity of New York and Boston. One reason of this is that quantities of miscellaneous Canadian produce, such as apples and Christmas poultry, are sent to Montreal at that time in the year for rapid despatch. It is a duty incumbent upon Montreal to provide facilities in her harbor for the quick and cheap handling of Western grain in the autumn. We must not forget that while 15th November is the latest date at which shipment can be made thence, steamers can carry wheat from Duluth and Chicago to Buffalo as late as 1st to 7th December, which wheat may find shipment at United States ports on the Atlantic for Europe. Here is a disadvantage to be overcome, and it may well engage the thoughts of our merchants and statesmen.

TORONTO'S FUTURE.

There is such a thing as a community getting into a state of inert self-satisfaction. It is possible for a city, just as it is for a man, to manifest prematurely at a given stage of its career, the intention to rest and be thankful. And instances are not wanting of the imprudence of a vain complacency and a too disdainful apathy of enterprise upon the fortunes of towns as well as of individuals. The existence of some such spirit in the community of Toronto was indicated in the addresses of both the retiring and the incoming presidents of the Board of Trade of this city, this week; and the boldness with which it was rebuked, betokened loyalty to the city not less than courage on the part of the speakers.

When two of Toronto's most sensible and most successful business men express themselves so plainly upon our civic faults, it is the part of good citizens to take heed of the indictment and see how far the accusation is true. Said Mr. Osler: "The sentiment of Toronto seems to be one of suspicion towards all enterprise; there is plenty of energy to pull down, but none to build up. . . I myself know of more than one industry that should have been located here, but which has gone elsewhere because, rightly or wrongly, the impression is abroad that Toronto does not treat enterprise in a broad and liberal spirit." He did not specify any industry, but the Westinghouse brake proposal and the smelting works that are now in successful operation in Hamilton, and might have been in Toronto instead, are certainly cases in point.

Again: "No real enterprise has been taken up by our citizens since the days of the late George Laidlaw [and

the narrow gauge railways.] . . . Since then, we have been ready to go into all sorts of schemes, voting large sums of money to carry out fads . . . anything that would cause large sums of money to be spent, without giving one thought to what would be the result." The result of some of them has been, to be sure, a great addition to our debt and taxes. And it would puzzle the most sanguine and fluent citizen to point out how they have added to the city's prosperity. Mr. Osler's brief and somewhat blunt statement of the case may startle some who have not had the same opportunities of observation as he, and it will very likely wound the feelings of those among us who, never having lived elsewhere, have been accustomed to regard Toronto as a perfect city—a modern municipal exemplar, in fact.

But what says Mr. Gurney, whose remarks bear evidence of careful preparation, and who is in this case very cautious as to his limits of expression. Speaking of our civic expenditure, he instanced the court house and city hall buildings, which, while originally intended to cost \$600,000, have had \$2,000,000 expended on them, and the end is not yet: "a gross and inexplicable difference between estimated cost and real expenditure." He bespeaks the Board's co-operation in exerting an influence towards "conserving the interests of the business community against the too manifest purpose of increasing the obligations of the city, and thereby increasing the annual tax on business whereby this best of all Canadian trade centres is being gradually emasculated." And he warned his hearers respecting the proposal of certain parties, who seem to forget that Toronto's civic purse is by no means in a condition to afford luxuries, to reach the Island by a street car line which, it is said, will cost only \$200,000. "I am advised," he tells his hearers, "that this sum is a mere trifle compared with the real cost of such an enterprise." He might have instanced other matters, as well, in which it would be the part of wisdom to let well alone.

It is far from the purpose, we are quite sure, of either of these gentlemen to belittle Toronto. On the contrary, both of them assert most strongly her natural advantages and their admiration of what she has done in the past. Mr. Osler, we venture to think, does not willingly play Cassandra, nor can one easily associate Mr. Gurney with the character of a weeping prophet—the mantle would not fit him. But these representative men have done a timely thing in reminding Torontonians that if this city is to be successful in business, the methods employed must be business-like. True, this is the capital city of the province; an educational centre; headquarters for the learned professions; seat of many admirable institutions which make for civilization. These are things to be grateful for, to be proud of. But our civic pride need not degenerate into civic conceit and the contemptuous rejection of opportunities for industrial or commercial advancement. To be an academic centre is a proper ambition, but the achievement of this goal will not provide us with the elements of industrial activity. We should make money before we spend it, and we cannot afford for such reasons as the sacredness of our esplanade or the imaginary value of our eastern marshes, to miss chances for productive works which will give employment to laborer and artisan. The factory and the mill and the enterprising merchant should be welcomed, not repelled. Trading with one another within the city boundaries is not the right road to corporate prosperity. We must enlarge the sphere of our activity if we would worthily keep our place in the list of progressive and prosperous cities.