



The Toronto World.

FRIDAY MORNING, NOV. 24, 1882.

THE GRAND TRUNK

In its gobble of the greater part of the Ontario railway system the Grand Trunk is entitled to little sympathy from the general public...

We wish to see the Pacific railway fight the Grand Trunk in this province, build the Ontario and Quebec, hold the Credit Valley, build an extension of the Ontario and Quebec from Toronto to the Falls...

The Grand Trunk to-day is the most powerful railway corporation in the world, and its power and ramifications are but in their infancy.

A COMPROMISE WITH PROHIBITION. An imperfect appreciation of the vast complexity of social phenomena is at the root of those sweeping measures of reform and panaceas for widespread evils which can never be eradicated outside of utopia.

But the appetite for stimulants, the other most grievous of social evils, is not a natural one but acquired. There is no reason to suppose that the rising generation could not be so trained by habit and education, as to ignore the use of all stimulants whatever, without ever regretting the loss.

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PROVINCIAL REPRESENTATION IN THE HOUSE OF COMMONS. (To the Editor of The World.) Sir: Now that the elections are over and the excitement has to a large extent cooled down you will perhaps permit me to call your attention to what I believe is a much needed constitutional reform.

By the British North American act, by which the confederation was formed, the representation to which the different provinces are entitled is defined, but it is left with the house of commons to define the qualifications of the members and the constituencies which they are to represent.

But under a federal union such should not be the case. In a federal union each province has the right to send a certain number of representatives and each province should define the constituencies which are to elect those representatives as well as their qualifications.

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WE HAVE A FEW LINES LEFT OF BUTLER'S BANKRUPT STOCK OF MEN'S, BOYS', WOMEN'S and MISSES' BOOTS,

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