

TRADE—FINANCE—STATISTICS.

In what it calls the "Capitalist Controversy," the *Globe* entirely overlooks that capitalists are not producers; that they do not accompany their trading by creation of national value, leaving that to the borrowers; and it also overlooks the much greater ease with which capital, as compared with manufactures, can be transferred from one point to another, on account of its small bulk, and still more through the credit system. If all were capitalists, acting exactly on these principles, the world would perish by starvation, whereas if there were no monied capitalists, but only holders of goods, it might certainly be a cumbersome process to adjust exchanges of these goods, but the thing could nevertheless be done, by the exertion of distributors—and the goods could be added to as required, by the exertions of manufacturers—and the peoples still get richer and better sustained by their continuous industry. And yet the *Globe* can bring itself to say, while advancing some just views about a "glut of capital," to the confusion apparently of the *Hamilton Spectator*:—"So far not a single argument has been adduced which is sufficient to show that there is the slightest difference in the position of home capitalists, and the position of the followers of other industries." The italics are ours, and here the *Globe* has two good arguments, and if he is not satisfied with them he can be accommodated with others.

The merchants of Montreal are fortunate in having such a competent and indefatigable person as Mr. Patterson occupying the position of Secretary of the Board of Trade and Corn Exchange Association. He is always on the *qui vive* when and where the commercial interests of Canada in general and of Montreal in particular are concerned. He has lately issued a pamphlet entitled Commercial Relations between Brazil and Canada with a supplement relating to the West Indian Trade. Steamship communication has been assisted by a subsidy of \$50,000 each from the Canadian and Brazilian Governments: the terminal Canadian port in summer is Montreal and in winter Halifax, alternating perhaps with St. John N. B. The West Indian port will be St. Thomas where connections will be made with other lines to the different islands and after the completion of the Panama canal with trans-atlantic steamships for Aspinwall. Another "port of call" will be Pernambuco.

In 1878 a very large quantity of Brazilian goods were imported into Canada of which *not one pound came direct*; this is, though not a novel, yet a very expensive way of importing and as Canada requires the products of Brazil and *vice versa*, every effort should be made to have direct and reciprocal trade relations; it will also be "advantageous to trade between Canada and Brazil, to have direct banking relations, instead of the existing round-about way of drawing on London at 60 or 90 days. The new mail and freight service by steamships will make it unnecessary for exchange either way to be drawn at long dates. Some of the larger Banks in Canada, may doubtless find out whether a portion of their capital might not get profitable employment in the enlarged trade that is looked forward to.

The articles which can be exported are: *Dried Codfish, Fish, Flour*, of which the following particulars were given by the West India Commissioners.

"The greatest care should be taken to send none but the best quality our products to Brazil. This remark applies specially to wheat flour. The consumers are the wealthy classes and the population of the cities. If, on the one hand, they are fastidious in their tastes, on the other they are always ready to pay high prices for a superior article.

"It is a pleasing fact that a considerable quantity of Montreal flour has for the last three years been sent to Pernambuco, by way of England, and has given great satisfaction. It is certain that much of the flour shipped southward from New York is made in that city in imitation of Southern Ohio, both as to barrels and as to the flour itself, and is found to answer. It is worthy the attention of the trade, whether it would not be desirable to establish a special brand for flour manufactured for tropical consumption, since, with care and honesty in the shipments of the article, Canada flour would, in time, attain a high character."

Potatoes can also be exported, *Lumber* and *Coal* in certain quantities, as well as *manufactured* goods of all kinds.

The trade deserves the earnest and careful effort and can be very easily increased. It is a curious fact, that coals were sent from Canada about two centuries ago to the West Indies for the use of sugar refiners, and now we can after the lapse of such a long period renew the trade in other articles.

The election of a new President is given as the reason for the recent rise in values of railroad securities, grain, provision, cotton and cotton goods. It is said a new era of prosperity is dawning upon the country greater and grander than was ever experienced in all its former history. The Stock Exchange, the Cotton Exchange and the Produce markets are full of such bright forecastings. The rosy hue imparted by manipulators of stocks, bonds, cotton, pork, wheat and provisions, as well as dry goods, is attracting the outside public, and men, women and even those not of adult age, are catching the fever of speculation and are buying for a rise. Some take ventures in mining stocks, others in railroad securities; a multitude dabble in grain and provisions, and dealings at

the Cotton Exchange also are of enormous proportions. It is a new era in one respect, and that relates to women forgetting the hitherto seclusion of family and home and daily found at the Exchanges as eager speculators. Some of them are large holders of grain, lard, pork and flour, and others, the larger class, prefer dealing in stocks and cotton futures. They buy on margins as glibly as the oldest veterans in Wall street, and use all the terms of "selling short and long" with as much ease and satisfaction as though the business was a familiar occupation. Merchants, manufacturers, tradesmen, and those in the various professions, as well as a large number who have small savings laid up, are rushing into Wall street buying securities on margins. In five working days of last week the sales at the Stock Exchange amounted to \$185,889,000 in market values. In the same time the transactions in wheat were over 10,300,000 bushels and the sales of cotton amounted to 1,515,300 bales of about \$87,433,800 in market value. For the same five days the exchanges through the Clearing House was the largest ever known in its history, exceeding the hitherto unequalled changes of "Black Friday" week, which were \$989,274,472 for six days. Where is all this to end? In a great commercial disaster, unless soon checked. Had the boom of last year continued 30 days longer the history of the panic of 1873 would have been repeated. Fortunately for the country the bubble burst before the financial interests of the country were seriously involved. The only salvation then, however, was the large shipments to our shores of foreign gold. Is it safe to trust to this support again?

The drain upon France and England is becoming so large that the export of gold will be checked by a high rate of interest. It is true large sums are now coming over, but no such quantity will be received as in 1879. It must be borne in mind that our imports are heavy, far in excess of the corresponding period of last year. The balance of trade is not running so largely in our favour as hitherto. Luxury, extravagance and ostentatious display are abounding on every side. The mass are forgetting their habits of economy and beginning to indulge in an increased style of living. Money seems to be made easy and quickly spent. The desire to grow rich suddenly by fortunate strokes is taking the place of method, economy and system. A wild mania of speculation is possessing the minds of the people. It is true the commercial and industrial interests of the country appear in a healthy condition. The railroads are taxed beyond their facilities in moving freight. Forges, furnaces and looms are driven to their full capacity, the general distributing trade in all commodities is active, money is in free circulation and business failures are few. The danger that threatens is not from an active and growing trade pushed to its extreme legitimate limits, but from a wild inflation of values through speculative control. It is high time for prudent business men, like careful seamen, to take in sail before the storm arrives, as come it will if conservative ways are given over to the hazards of speculation.—*U. S. Economist.*

BANKS.

BANK.	Shares per value.	Capital Subscribed.	Capital Paid up	Rest.	Price per \$100 Dec. 8, 1880.	Price per \$100 Dec. 5, 1879.	Last Half-yearly Dividend.	Per cent. per annum of last div. on present price.
Montreal.....	\$200	\$12,000,000	\$11,999,200	\$5,000,000	\$166 1/4	\$143	4	4.80
Ontario.....	40	3,000,000	2,996,756	100,000	99 1/2	72 1/2	3	6.03
Molsons.....	50	2,000,000	1,999,095	100,000	105 1/4	75 1/2	3	5.70
Toronto.....	100	2,000,000	2,000,000	500,000	142 1/2	115	3 1/2	4.91
Jacques Cartier.....	25	500,000	500,000	55,000	97 1/2	59 1/4	2 1/2	5.13
Merchants.....	100	5,798,267	5,518,933	475,000	117 1/2	90	3	5.10
Eastern Townships.....	50	1,460,000	1,382,037	200,000	115 1/4	101	3 1/2	6.07
Quebec.....	100	2,500,000	2,500,000	425,000	100 1/4	..	3	5.99
Commerce.....	50	6,000,000	6,000,000	1,400,000	142	118 3/4	4	5.63
Exchange.....	100	1,000,000	1,000,000	.....	65	30	..	..
MISCELLANEOUS.								
Montreal Telegraph Co.....	40	2,000,000	2,000,000	171,432	137 1/4	96 1/4	4	5.83
R. & O. N. Co.....	100	1,565,000	1,565,000	.....	63 1/4	42	..	..
City Passenger Railway.....	50	.....	600,000	163,000	118 1/4	..	16	5.05
New City Gas Co.....	40	2,000,000	1,880,000	.....	151	119 1/4	5	6.49

*Contingent Fund. †Reconstruction Reserve Fund. ‡Per annum.

RAILWAY TRAFFIC RECEIPTS.

COMPANY.	Period.	1880.			1879.		Week's Traffic.		Aggregate.		
		Pass. Mails & Express	Freight and L. Stock	Total.	Total.	Incr'se	Decr'se	Period.	Incr'se	Decr'se	
*Grand Trunk.....	Dec. 4	51,342	163,857	215,199	190,381	24,818	..	23 w'ks	722,264	..	
Great Western.....	Nov. 26	31,660	72,020	103,680	100,751	2,929	..	22 "	308,851	..	
Northern & H. & N.W.	" 22	6,591	17,688	24,279	21,930	2,349	..	21 "	73,949	..	
Toronto & Nipissing..	" 30	1,701	3,469	5,170	4,077	1,093	..	22 "	7,566	..	
Midland.....	" 30	2,891	2,184	5,075	4,545	530	..	22 "	36,602	..	
St. Lawrence & Ottawa	" 27	1,460	1,368	2,828	2,697	131	..	22 "	30,000	2,218	
Whitby, Pt Perry & Lindsay.....	" 30	671	1,066	1,737	1,463	274	..	22 "	6,918	..	
Canada Central.....	" 30	3,959	6,672	10,631	8,187	2,444	..	22 "	45,702	..	
Toronto, Grey & Bruce	Dec. 4	2,103	2,992	5,095	7,319	..	2,224	23 "	7,000	4,416	
†Q., M., O. & O.....	" 30	8,731	4,968	13,699	5,471	8,228	..	30 "	187,822	..	
Intercolonial.....	Month	52,352	103,817	156,169	129,390	26,779	..	4 m'nth	119,796	..	

*NOTE TO GRAND TRUNK.—The Riviere du Loup receipts are included for seven weeks in 1879, not in 1880; omitting them the aggregate increase for 23 weeks is \$750,466.

†NOTE TO Q., M., O. & O. RY.—Eastern Division receipts not included in returns for 1879.