THE MONETARY TIMES

THE MARKET FOR SILVER.

Recovery From Low Prices is Likely to be Maintained.

Following the forecast by a New York expert in minerals of the future of the silver market, in the Cobalt number of "The Monetary Times," a letter to the United States Secretary of War upon the silver situation is interest-ing: It was written by Mr. Charles A. Conant and Pro-fessor Jeremiah Jenks, who were members of the Commis-sion on International. Exchange, which, with a Mexican Commission, visited Europe in 1903, with a view to estab-lishing greater stability in exchange between gold and silver countries. Here are the pertinent sections of their review of the situation...

of the situation - A remarkable change has taken place in the course of When the Commission When the Commission silver within the past three years. When the Commission on International Exchange was appointed by the President on international Exchange was appointed by the President of the United States, in compliance with the requests of Mexico and China, to seek the restoration of stable ex-change between the gold standard countries and the silver standard countries, silver was substantially at its lowest ebb. It was the general opinion, even of expert observers of the market and of political economists, that its decline could not be checked.

could not be checked. This decline had carried silver from an average quota-tion of 61% pence per ounce in 1866 to 53% pence in 1876, 45% pence in 1886, and 30 13-16 pence in 1896. The further fall in six years to an average of 24 1-16 pence in 1902, and to a minimum quotation in November of 21 11-16 pence, constantly encouraged "short sales" of silver by speculators in London, which up to that time they had been able almost invariably to "cover" at a profit. The course of silver has been now for about three years' tending upward. The lowest point was touched in November, 1902, and again in January, 1903, when the London price of silver was 21 11-16 pence, and the value of the bullion contained in an American silver dollar was about.

London price of silver was 21 11-16 pence, and the value of the bullion contained in an American silver dollar was about, 37 cents. Beginning with February, 1903, improvement be-gain in the price of silver, which has been arrested only remporarily at any time since that date, until now there has been a recovery from the low point of 1903 of more than.

Cause of the Rebound.

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The course, of events since 1902, therefore, has negativ-The course of events since 1902, therefore, has negativ-ed the belief, then generally held that silver would continue to decline in gold Malue. The supply had been for many years nearly constant, and had exceeded the demand at the old prices. The German Imperial Government sold at one time large amounts of silver, and still retained enough to execute all its subsidiary coinage down to a recent date. The Government of the United States also not only suspend-ted in the section of silver of silver but availed itself, of ed in 1803 regular spurchases of silver, but availed itself of an accumulated stock of metal for its subsidiary coinage, while the Governments of the Latin Union in providing for new subsidiary coinage, coined up their existing 5-franc-pieces. Thus these governments withdrew from the silver market, and the chief, outlets remaining for the metal were found in India and the Orient

market, and the chief outlets remaining for the metal were found in India and the Orient. With the exhaustion or reduction of these old stocks occurred a considerable change in the demand for silver. All the governments which had been using their old silver have appeared in the market, or will soon appear, as pur-chasers of bullion. The war between Russia and Japan ealled for large amongsts of silver in Manchuria, and while this demand was in a sense temporary, the silver absorbed there seems to be finding its way into circulation in different parts of China and the East, instead of returning upon the fullion market.

buillion market. The Government of British India, moreover, has con-tinuously made large purchasers of silver since the autumn of 1003, and indicated to the Commission on International Exchange in 1004 that these purchases were being made with comparative regularity. Still more recently, a fund, known as the "Special ingot reserve," has been accumulated in Lon-don by the Indian Government, with the avowed purpose of being primared to meet commends in India promptly. don by the Indian Government, with the avowed purpose of being prepared to meet coinage demands in India promptly, when they arose. This last Indian financial statement states that experience has shown that the amount of this reserve "originally fixed was not large enough, and it has see been decided that, its amount shall be doubled." The adoption of this policy in India has been a natural result of a states of the group area by the extenthe great expansion of the crop-shipping area by the exten-sion of the railway network, and thure are at present no in-dications of a cessation of the demand for the white metal-

Henry G. Thorley. Toronto, has been appointed On-tario agent for the international Mercalifile Marine Com-pany in succession to the late Mir. Pipon, with whom he was associated. He will have charge of bookings for the White Star line, from New York and Boston to British and Mediterranean ports: Red Star line American line, from New York and Philadelphia; Atlantic Transport line, Leland line and the Dominion line from Monteel the and the Dophinion line from Monreal.

TRANSPORTATION NOTES.

The C.P.R. is making an important test of a new smoke consumer, which is said to have been used successfully the locomotives of the Michigan central.

The White Pass & Yukon Railway Co. contemplates building a branch from the Windy Arm district, where min-ing development work has advanced greatly of late, to Conrad City.

A contract for building⁹ the Georgian Bay and Seaboard Branch of the C.P.R., from Victoria Harbor to Peterborough, by way of Orillia, has been awarded to the Toronto Construction Co., Orillia.

Fort' William Board of Trade has endorsed the proposal of the Mount McKay and Kakabeka Falls Electric Railway Co., and urges the town council to give it the right of way if it cannot agree to finance such a line itself.

The Defiance Iron Works of Chatham, Ont., and the To-ronto Gas & Gasoline Engine Company have amalgamated with a capital of \$500,000. The main parts of the engines will be made in Toronto. Castings will be turned out at Chatham.

The C.P.R. has just given an order to the Angus shops, Montreal, for five dining cars, twenty coaches, ten baggage and express cars, and twenty-five box cars. Its recent order for two thousand box-cars is being filled at the rate of twenty-five or thirty a day.

Senator Domville, president of the Canadian Central Electric Railway Co., which proposes to run from Montreal to Ottawa, thence westward to Orillia, St. Thomas, and Port Stanley, with a branch from Orillia to Toronto, has been visiting London to finance the road.

A company is being organized in Brandon, Man, to build a railroad for the purpose of providing sites for manu-lacturing purposes. Negotiations are going on with about twenty firms in different branches of industry, to induce them to locate on this line near the city.

The C.P.R. "Empresses" are making records. The C.P.R. "Empresses" are making records. The "Em-press of Ireland" made the run from Rimouski via Cape Race (the southern route), to Moville, Ireland, in five days, twenty hours and fifty minutes. The "Empress of Britain" made the trip in the opposite direction in five days, eighteen hours and fifty minutes.

Not only the railroads but carriers of all kinds are getting ready for a big Western crop. The Dominion Marine Association in Toronto this week have considered the problem of bringing down the grain. All possible vessels are to be placed in commission. Several ships which are being built in lake ports will not be ready before next spring.

The railway from Madoc to Eldorado was bonused by municipalities interested, and by the Outario Government, and was afterwards taken over by the G.T.R., who have ceased to operate it. Agitation is now being made to compel the G.T.R. either to compel the accompendent or refund the the G.T.R. either to carry out the agreement or refund the stibsidy, so that it may be utilized for the purpose intended.

The Railway Act passed at the last session of the United States Congress is not easy to understand, judging from the number of conferences held in Chicago by railway men. Repsentatives of the G.T.R. and C.P.R. have attended the ferences. One perplexing point is as to the clause affecting the granting of passes to the families of employees. Are families of high officials debarred? What is an "employee?"

The British Columbia Electric Railway is surveying the route for an extension of its car line from New Westminster to Chilliwack. The road would cost fully a million dollars, and though it is scarcely expected that it would prove profiable for some time to come; it would meet an important need in the close connection of Vancouver and New Westminster with the agriculturally rich lower districts of the Fraser River

express companies are the subject of bitter com plaints by fruit merchants of Toronto, because they do not employ a sufficient number of men to load and unload packages of fruit expeditiously and properly, with the result that the shipper has often to do his own loading, and the con-signee his own unloading. The companies claim that any better service must come out of the pockets of the dealers,

The Lloydminster, Saskatchewan 'Times' has in two recent issues commented bitterly on the dog-in-the-manger policy of the C. P. R. in withdrawing from settlement or sale their lanus which border on extensions of the Canadian Northern or G, T. Pacific roads. "There are, according to the latest map hundreds of thousands of acres of these lands which should be available within 6 or 8 miles on either side of the treak of the track, and yet in their map dated May there is absolutely nothing presented for sale within this range." This, the "Times" thinks, is one way of attemptiat to starve their competitors, but it is also starving the country and preventing its proper development.

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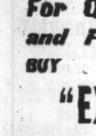
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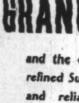
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