

"natural outlet for the trade of the North-West" which will come down over the Pacific Railway as proposed to be constructed." One may be justified in drawing the inference that the meaning to be attached to the words italicized is that the line proposed by the Government would secure to the Canadian railways the trade of the North-West. If so, one fails to discover any ground for that opinion except in so far as it bears on direct traffic from Canadian territory north of Lake Superior, now a wilderness, and also the through traffic from the regions west of Thunder Bay. It is scarcely to be believed that those who take an enlightened view of the subject will be satisfied with the partial traffic that would be furnished by our own territory even under the most favorable circumstances. The ambition of Canada during the last half century has been to obtain a large share of the traffic of the Western States of the American Union. Long before the settlement of several of those States the Welland Canal was projected with the avowed object of drawing through Canadian waters the trade of the country bordering on the Lakes. Enormous sums of money have been expended first on the construction, and then on the enlargement and deepening, of our canals with the same object in view. Our railroad policy has been governed mainly with a view to Western trade. The Great Western and Canada Southern have always been subsidiary to the railroads of the United States, and have been used to divert Western traffic from the St. Lawrence. The Grand Trunk has been fighting heroically, but under disadvantages, to obtain for the Canada route a share of the traffic, which centres at Chicago; and the enterprising managers of that railroad have recently won golden opinions from the people of Canada for their successful efforts to effect a connection with Chicago. Surely in view of the foregoing facts there can be no room for doubt that no object can be of more importance in the development of our railway system than the completion of a railway that will give us a connection with the rising States of Minnesota and Dakota, and all the territories tributary to Lake Superior. There are persons, so narrow-minded, and the writer entirely disclaims any allusion to the editor of the *Montreal Gazette* as one of them, who would prefer that Canada should be isolated from the United States, but such persons are not to be found in the class to which the members of the Montreal Board of Trade belong. The writer was much struck, when considering the subject, with a despatch of the late Earl of Elgin and Kincardine to the Duke of Newcastle, dated 16th August, 1853. Like all the despatches of that eminent statesman, it is full of interesting matter, but there is one passage deserving of reproduction at this time, and which may therefore be quoted at length:

"The country of the Ottawa, besides its wealth in timber and water power, and considerable tracts of fertile soil, is believed to be rich in minerals, which may probably at some future period be turned to account. It is also worthy of remark that the route of Ottawa, the Mattawa, Lake Nipissing and French River, is that by which Europeans first penetrated the West. Along this route Champlain in 1615, proceeded as far as Lake Nipissing, and thence to the vast and tranquil inland sea to which he gave the appropriate name of 'La Mer Douce.' This route has been for some time past, in a great measure abandoned for that of the St. Lawrence and the Lakes. The distance, however, from Montreal to the Georgian Bay, immediately facing the entrance to Lake Michigan, is via the Ottawa, about 400 miles, against upwards of 1,000 via the St. Lawrence. From this point to the Sault St. Marie, the highest of the three narrows, (Sault St. Marie, Detroit, and Niagara) at which the regions lying on either side of the four great lakes, Superior, Huron, Erie, and Ontario, approach each other, is a distance of about 150 miles. (Rather an under estimate—JOURNAL OF COMMERCE). It is highly probable, therefore, that before many years have elapsed this route will be again looked to as furnishing a favourable

"line for railway, if not water, communication with the fertile regions of the North-West." The writer does not wish to be understood as absolutely objecting to the early completion of the road on the north of Lake Superior to Thunder Bay, especially if the branch to Sault St. Marie is secured. What is to be apprehended is, that if that branch is excluded from the subsidy, it will not be undertaken by private capitalists, as there is no probability of its obtaining Municipal or Provincial aid. That branch is of the most vital importance not only to the Quebec Provincial railways, but to the commercial interests of Canada. If its construction can be secured together with the line to Thunder Bay, there need be no cause for regret, assuming that the subsidy in land and money is reasonable, on which point it would be premature to hazard an opinion. On the other hand, if by withholding all aid to the Sault St. Marie branch we are cut off from the trade of the North-Western States there will most assuredly be great reason to regret that no provision was made for its construction.

Oct. 5th. 1880.

FINANCE.

Financial and Commercial.

MONTREAL WHOLESALE MARKETS.

THURSDAY, Oct. 7, 1880.

The volume of trade done in this city during the past week is certainly not so large as for some previous weeks, earlier in the season, but this is not to be expected, and the commercial situation, on the whole, leaves little to be desired. There is a good consumptive demand for all kinds of staple goods, at fair prices, and one of the most gratifying features of the returning prosperity is that its blessings are being widely diffused, and will likely reach all classes. As the close of navigation approaches there is an increased demand for freights, and the export movement of breadstuffs, dairy produce and fruit is steadily increasing, the shipments of apples being beyond all precedent. The local money market continues easy; the supply of loanable funds is quite large, and the demand for currency to move the crops has not affected rates, nor do we think it will, as when the present outflow returns to the banks next month the surplus resources will be still further increased. Good commercial paper is discounted readily at 6 to 7 per cent, and loans on stocks are obtainable at 4 per cent, on call, and 5 per cent, on time. Sterling Exchange quiet at 84 to 84 prem. for round amounts, and 84 do, to customers. The share market has been quiet since our last issue, and values remained strong until yesterday, when, owing to rumors regarding the Pacific Railway Syndicate and the selling out of a number of holders on small margins, a general decline occurred. To-day, however, the market showed signs of increased strength, Bank of Montreal selling at 154.

Sales on the Stock Exchange to-day were: Morning Board—2 Montreal at 153; 250 do at 154, 7 do at 153½, 38 do at 153½; 39 People's at 80½; 36 do at 80; 13 Molsons' at 98½; 5 Merchants at 105½; 75 Commerce at 128½; 165 Montreal Telegraph Co. at 132; 50 do at 132½; 215 Richelieu at 57; 10 City Passenger at 118; 25 Canada Cotton Co. at 99½. Afternoon Board—5 Ontario at 80½; 20 People's at 80; 200 Commerce at 128½; 25 do at 128; 88 City Passenger at 116; 25 City Gas at 145.

Boots and Shoes.—The situation is not essentially changed. The factories are still actively employed on the remnant of the season's orders for general fall goods, and letter orders from country dealers for heavy work, especially men's coarse boots, continue to come forward freely. Stocks of heavy boots in the country seem to be quite light, and travellers are now preparing to start out on their sorting-up trips about the middle of this month.

Flour and Grain.—The English wheat markets to-day, as per latest cable reports, are firm,

under a good consumptive demand. The imports of breadstuffs into the United Kingdom during the week show the important decrease of 800,000 bushels wheat, 600,000 bushels corn and 50,000 barrels flour. The quantity of grain on passage to the continent, as compared with a week ago, show an increase of 640,000 bushels wheat, and the large decrease of 1,680,000 bushels corn. Chicago wheat market rules steady and firm to-day at yesterday's closing prices. New York is also firm, and a shade higher for wheat. In the local grain market there has not been much business doing for several days. Although there is a good consumptive demand for England and the continent, the market here is not so firm as last week, and there is less activity for export. Canadian wheat is more abundant, and 30,000 bushels of spring and winter wheat changed hands yesterday. Good Canada red winter sold at \$1.13; and \$1.12 is asked for white winter; choice spring wheat is rather scarce, and would bring \$1.15. American wheat is still enquired for, and the market continues firm at quotations for red winter No. 2. Toledo to arrive and on the spot \$1.09 to \$1.10. No. 1 American white wheat Detroit brings about the same price. No. 2 Chicago and No. 1, white Mich held at \$1.10 on spot, the former has sold at \$1.09. Corn is firm, but not very active, at 51c per bushel in bond. Rye is nominal, as none is offered here. The grain of that description going on board at present having been bought in the country by the shippers. There is still a good continental demand at about 90c. Peas are easier, 82c is now the highest bid, a decline of 2d. having taken place during the week in Liverpool. Barley nominal; and Oats meet with no demand; for export they are worth 30c, for No. 2. Flour has ruled quiet and steady nearly all week, with few changes taking place in quotations. A better demand exists for shipment to Newfoundland, and some 15,000 bbls. were bought this week, the larger part being for that island. Sales include 2,000 bbls. of corn flour in bond, taken at \$5.10, and another lot of 2,000 bbls. also in bond brought \$5.15. The local trade, however, is generally dull, yet prices remain steady: Superior, \$5.25; Spring Extra, \$5.25; Strong Bakers, \$5.80 to \$6; and city bags \$3 per 100 lbs. Sales of Superior and Spring Extra, in hundred bbl. lots, were reported on Change to-day at these figures.

CATTLE.—Trade during the week has been fair, with prices somewhat improved. 12 carloads of cattle were offered at Monday's market, the choice portion of which found buyers at from 4c to 5c per lb., inferior selling slowly at from 2½c to 3½c, as to quality. Hogs were plentiful, and sold at from \$5.75 to \$6 per 100 lbs. The market to-day was only moderately supplied with cattle; trade was dull, and few buyers were present; shipping cattle sold at from 4½c to 4½c per lb.; butchers at 2½c to 3½c.

GROCERIES.—Sugars.—No activity in Raws; prices a shade easier. Yellows and Granulated without alteration; dulness and a rather lower scale of prices prevail in New York market. Teas.—No change. Choice Japan firm, the lower grades including some Nagasaki are dull. In Young Hyson and Black Teas little doing. Molasses fairly maintained for choice Barbados Syrups as before. Our prices are for Wine measure. Coffee and Rice without change. Spices—firm for Pepper. Pimento rather higher. Nutmegs firm. Cloves quiet. Fruits.—Some large lots Valencia are reported sold to arrive at about 7½; held 7½ to 8½. On the spot 8c. for quantity up to 8½ are values. Valencia reports by Cable show fall figures. A small lot of New Malaga Raisins has arrived: held \$2.50 to \$2.75 for layers \$2.75 to \$3 for London. Layer Supplies are close at hand. Currants higher; cable reports give 20s. for low quality at Patras. Old crop held at 5½c to 6½c here; 5½c to 8c for new.

Dairy Produce.—There has been a small movement in butter here for export during the week, but the market shows no important change as compared with last Thursday. Holders remain very firm, and generally ask