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EDWD. TROUT, MANAGER.

TORONTO, CAN., FRIDAY, OCT. 1, 1886

THE SITUATION.

In the speech with which the Queen closed Parliament there is a remark which refers to Imperial federation. It is announced that she has authorized communications to be made on the subject with the principal Colonial governments. This is the first official step that has been taken with the view of drawing closer the bonds which unite the different portions of the empire. What may come of this move it would be vain to predict; and it will be soon enough to discuss the communications in question when their precise tenor is known. Meanwhile, it cannot have escaped the most careless observer, that the principal colonies are taking an interest in the widely-extended affairs of the empire which they never took before.

Some delay was caused in the application of the resolution to stamp out the pleuro-pneumonia, in Illinois, by the want of funds to pay for the cattle to be sacrificed, and a difference on the question whether the beef of some of the slaughtered animals could not be sold. Not all of those to be killed, it was said, had actually taken the disease; some of them had only been exposed. That it would be bad policy to seek no higher motive, to sell the meat, does not admit of a question; the public could never be made to understand that its health was not being sacrificed to diabolical greed, and who could tell whether the disease had not got into the blood of an exposed animal before the symptoms became marked and decisive? Few horrors could exceed that of the belief that one was being exposed to danger by eating the meat of cattle stricken with a disease so deadly that it was necessary to slaughter them on suspicion of their being under its influence. It has been found possible to examine the lungs of the animals slaughtered; and the meat of those found to be unaffected will be properly enough sold. Meanwhile the disease has spread to Ohio and Dakota, and Iowa has established a quarantine against it. The opinion is expressed by an expert that the disease will be difficult to stamp out, and that the slaughtering of all the animals affected would not necessarily

do it. The Canadian Government has found it necessary to prohibit the importation of cattle from several parts of England on account of this disease.

Just when the Grand Trunk and the Canadian Pacific railway companies were on the point of establishing separate stations, at Montreal, Mr. Hollis Shorey appeared as mediator and asked if they could not agree upon a union station. Mr. Van Horne, on behalf of the C. P. R., replied that there "seemed to be legal difficulties in the way of joint ownership of the station ground and tracks to be used in common." He is, however, in favor of joint action by the city authorities, the harbor commissioners and the railway companies to carry out a grand plan of a union station. He regards, as the only comprehensive scheme yet proposed, the construction of a dyke "along the upper city front extending to a connection with Commissioner street, and including the raising of Commissioner street to the level of the Canadian Pacific tracks at Barracks street," the dyke being wide enough for the necessary tracks, and Commissioner street being widened for the same purpose. This plan, he says, could be easily and quickly carried out, and it would afford the upper part of the city complete protection against floods. In any case, the dyke must be built; and a general passenger station would reduce the cost of handling grain, a matter of importance in connection with the competition from other places which has to be met. Mr. Hickson, of the Grand Trunk, favors a union station, but he thinks that it should be in the hands of an independent company. Under these circumstances, there ought to be no insuperable difficulties in the way of establishing a union station in the principal commercial city of Canada.

The Don improvements may possibly be used to serve a purpose not originally contemplated. It is proposed that the Canadian Pacific Railway should come into the city by the route of the west embankment. Mayor Howland, as the head of the corporation, has been interviewed by the representatives of the company, and he is said to favor the proposal. To a great extent this route is neutral ground, but there are as many streets to be crossed as there are bridges across the Don, and though this is not many, the objection to the scheme whatever may be its strength, concentrates here. The whole question is, how could these streets be secured against the danger of crossing on the level? If this danger can be removed the scheme will be not only feasible but desirable.

Sir Charles Tupper is displaying his usual energy and activity in doing his part to give the Colonial exhibition a permanent form. And of the success of the movement there can be no doubt. The Queen prefers to have her jubilee marked by the enduring monument of a Colonial exhibition rather than any personal compliment to herself. The Prince of Wales has appealed to the British public to aid the good work by pecuniary subscriptions; in Canada, Sir Geo. Stephen and Sir Donald A. Smith have

contributed £5,000 each. The Ottawa government has promised aid to the extent of £100,000 stg. The movement will not lag for want of means. Many exhibitors will be glad to allow their exhibits to remain; the Ontario government has promised to do so. There are many reasons why it is desirable to be able to find in some one place material illustrations of the actual industrial condition of the colonial empire. In this way can the progressive condition of the different parts of the empire become known to one another and to the rest of the world. This mode of illustration, which is now to become permanent, could not have been put into practice at a better time than when the colonies have received their present degree of development.

An attempt is being made to prove that India cannot do, what she is actually doing: compete successfully with other countries in the production of wheat. Against the fact that she is doing this, the objection is made that she is not pursuing her own interest. But of this, India must be the best judge. Not only has she exported largely of wheat; but she has an extensive area of virgin soil yet to be placed under cultivation. That the population of India lives on what appears to Europeans or Americans to be surprisingly little, is nothing new; this she has done from time immemorial, and does not feel her mode of living to be a special privation. India suffers greatly from having to pay a large amount every year, in England, in a depreciated currency, which makes the burthen of the adverse exchange very serious. And the pressure of taxation is severely felt. But we must not delude ourselves with the notion that India is not going to be a competitor in the production of wheat.

Brazen fabrication is a chief feature of the work of some correspondents of American journals, at the seat of the Canadian government. One of them has manufactured a draft treaty between Canada and the United States, and represented it as having originated with the British government. Every word of this formal document is a forgery. To the same source is traceable the harrowing tales, published during the summer, of famine in Labrador; of hundreds of men succumbing to the attacks of bears. These sensational lies become a day's wonder, and then comes the discovery of their true character. It is surprising that journals which have the crooked enterprise to publish these fabrications continue to find readers who put any faith in them. People are beginning to talk of punishing the authors of these villainous fabrications; but it is not easy to see what other punishment can be inflicted than the universal contempt of respectable truth-loving persons.

The wonderful stories told about a great find of copper in the neighborhood of Sudbury Junction, are attracting some attention. Bonanza Mackay is credited with describing them as the richest in America. It is not likely that materials for so sweeping a judgment yet exist, though a large