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THE SITUATION.

The Master's address, delivered at the recent meeting of the Provincial Grange of Ontario, shows that the order is not flourishing as he would desire. He admits the failure of the co-operative movement, which he tries to explain by saying that a state of things had existed "compelling business men to force their wares upon the market almost at first cost, thereby rendering our co-operative movements comparatively useless." The result, he adds, is that numbers of grangers have gone back to the old system. Mr. Currie, the Master for the year, deprecates the use of co-operation for selfish purposes; and he says with perfect candor that "farmers in their natural isolation acquire habits of selfishness, and become jealous and suspicious of their neighbors." They think, too, he adds, that "success can only be attained by strict economy," which, however, does not quite express his meaning; by economy he evidently means penuriousness, which may be false economy, though it is possible to believe that, as he says farmers do, it is the safest conduct of life.

Abbe Labelle's efforts to secure emigrants from France to the Province of Quebec are beginning to meet with success. M. Onesime Reclus, who was one of the so-called French delegates to Canada last year, writes to say that a large number of persons, in France, are desirous to secure locations on the Temiscaming, at the same time enclosing a list of eighty-four persons who have taken lots. But the number who express an intention to settle in Canada with their families appears to be very small. One French priest is mentioned as interesting himself in this emigration. Onesime Reclus, himself an able economist, looks on this beginning as a forerunner of a current of emigration that will include a superior class of colonists with capital.

Navigation, during the season just ended, in Manitoba and the North-West, came to a premature close. The Red River, below Winnipeg, owing to the lowness of the water, has scarcely been navigable during the entire season. The 'Marquette,' which had been accustomed to ply between Win-

nipeg and Selkirk, was unable to continue her trips after the 1st of June; though this navigation usually lasts through the whole period. Between Selkirk and Lake Winnipeg the navigation was not interrupted. On the Saskatchewan, between Grand Rapids and Edmonton the water ran so low that steamboat navigation, which usually lasts the whole season, came to a close on 26th August. Near Cumberland House the river has changed its course, leaving the old channel and scooping out another—an imperfect one—across the country. A dam above the new cut-off, which would cost perhaps \$100,000, may have to be built. The Red River, below Winnipeg, ought to be itself again in future years.

Since the appointment by the British Government of a royal commission to enquire into the rapid decline in the price of silver, there has been a recovery from the lowest point of about twelve per cent. It is possible that this action by the British Government has tended to create a speculative feeling to which the rise of price is at least in part due. But commissions are not always designed to excuse an intended change of policy; they are quite as often had resort to for the purpose of defending or excusing inaction. India has suffered severely from a decline in the price of silver; but her currency is out of harmony with that of the metropolitan State, and it is scarcely probable that harmony will be produced by the monetization of silver in Great Britain. The change has some powerful advocates, but the general feeling of the nation has hitherto been against it, and so it will remain, unless some one should demonstrate that Great Britain's interest, in the actual position of the question, is the other way.

At a late meeting of the municipal council of the county of York, the question of abolishing toll gates was raised, but apparently too near the end of the session to leave time to go fully into its consideration. A motion in favor of abolition, and an amendment, under which the nuisance might have been perpetrated, were both thrown out. The roads have now been paid for, and there is absolutely no reason for retaining the tolls, which are preposterously high; a vehicle with a team of horses from Toronto to Weston pays nearly as much as three railway fares on annual tickets. But these roads are under control of one company. When the county roads got out of debt, the last obstacle to the removal of the tolls was swept away. When turnpike roads are private property, the abolition of tolls implies compensation. These relics of a by-gone age have nearly all disappeared, in Ontario, and the county of York cannot much longer consent to submit to the drawback which toll gates have become. Toronto is willing to abolish market fees whenever the county of York abolishes the tolls. The proper way to keep up the roads is by means of a township rate. This would prevent any objection being made in other parts of the county to the abolition of tolls. To hand over the tolls to the townships would be to perpetuate a system which is not many removes from

barbarism, though necessary when established, but which the country has outgrown.

Lieutenant Percy, of the United States, is reported to have made an excursion one hundred miles into Greenland, starting at the West coast. The traveller concluded, somewhat hastily as it may prove, that Greenland can be crossed from West to East by future expeditions in search of the North Pole. Lieutenant Percy says he suffered no hardships. But it is one thing to travel a hundred miles from the West coast, and another to go anywhere near the North Pole. At the furthest distance travelled, the elevation was found to be 7,500 feet above the sea. The snow being too soft for dogs, the provisions could not be hauled, and return became necessary. The explorer's theory seems to be "better luck next time."

Russia's withdrawal from Bulgaria, in the person of General Kaulbars, seems to be due to the attitude of Europe, in resolving that the Berlin treaty should not be entirely blotted out. Russia, at first, used a good deal of bluster, and spoke as if she was bound to take her own way without regard to consequences; but now she seems to be about to abandon the dupes of her intrigues when they have been condemned to suffer for their crime. She withdraws under pressure, for the moment; but her ultimate designs are probably unchanged, and are left to await a favorable opportunity for their realization.

"Once deny the right of ownership," in land, said the Roman Catholic Archbishop of New York, the other day, "and you sow the seeds of stagnation in human enterprise. Who," he continued, "would burrow the earth to draw forth its buried treasures if the very mine he was working were at the mercy of the passer-by whom its riches might attract? Who would watch with eagerness the seasons when to sow and to reap and to gather the harvest, which is the fruit of his labors, if he is told that those who stand by the wayside idle, are equally entitled to its enjoyment?" There is no doubt that the denial of private ownership of land would discourage industry, and greatly reduce the sum of production and of saving: it would be a long step in retrogression towards barbarism. In America, including Canada, the wide distribution of freeholders will prevent the communistic doctrine which strikes at property in land obtaining a practical triumph; but it may lead to a fight between the possessors of land and those who have not had the thrift to acquire any, and the conflict, if it should occur, would be in the last degree fierce and sanguinary.

President Tyler, of the Grand Trunk Railway, at the half-yearly meeting, held on the 29th October, touched on the question of obtaining a connection with the Northern Pacific. "We are negotiating," he said, "with the Northern Pacific, and they are considering the question of making a line on their side, and we shall have to consider the question of how to make a line