

# THE MONETARY TIMES

## AND TRADE REVIEW,

With which has been incorporated the INTERCOLONIAL JOURNAL OF COMMERCE, of Montreal, the TRADE REVIEW, of the same city (in 1870), and the TORONTO JOURNAL OF COMMERCE.

ISSUED EVERY FRIDAY MORNING.

SUBSCRIPTION—POST PAID.

CANADIAN SUBSCRIBERS, - \$2.00 PER YEAR  
BRITISH " - 10s. 6d. STER. PER YEAR.  
AMERICAN " - \$2.00 U.S. CURRENCY.  
SINGLE COPIES, - - 10 CENTS.

Represented in Great Britain by Mr. Jas. L. Foulds,  
11 Bothwell St., Central Buildings,  
Glasgow, Scotland.

**Book & Job Printing a Specialty.**

OFFICE: Nos. 64 & 66 CHURCH ST.

EDWD. TROUT, MANAGER.

TORONTO, CAN., FRIDAY, JUNE 12, 1885

### THE SITUATION.

Speculation, ever on the alert, will be anxious to know whether the resignation of Mr. Gladstone is likely to make any practical difference in the attitude of England towards Russia, on the Afghan question. What is certain is that the war party in England has persistently opposed the policy of Mr. Gladstone, in the negotiations with Russia and bestowed unlimited censure upon what the Jingoists called his pusillanimous course. Whether they would act very differently under the responsibilities of office is a question which it is not easy to decide. Official responsibility would have a sobering effect upon them, but whether it would change Lord Randolph Churchill into a paragon of wisdom is extremely doubtful.

A deputation of the Montreal Board of Trade has pressed upon the government the expediency of abolishing tolls on the canals. The free Erie canal was pointed to as making competition with that route impossible. The sacrifice asked from the government, it was stated, was only \$25,000 a year, and that, it was contended, the Canadians would get back. Still, the hiatus in the revenue would remain. Mr. Pope did not appear to fall in with the views of the deputation, which indeed he distinctly combatted. He said that in prosperous times the sacrifice of revenue would be much more than \$26,000 a year. And he produced figures to show that though the rates of freight between Chicago and Montreal are lower than those between Chicago and Boston, the shipments of grain from the latter port are larger than from the former. He also asked the very pertinent question how it comes that the forwarding charges between Kingston and Montreal are higher than those on the Erie canal. To this question no satisfactory answer was given. Mr. Pope added that, in his opinion, what was wanted was the means of cheaper freights between Kingston and Montreal. He was careful not to hold out the hope that the request of the deputation would be complied with.

The Newfoundland trade has formed the subject of a deputation from Montreal merchants to the government. In retaliation

for the duties which Canada has put upon the fish and fish oil of Newfoundland, the island has put exorbitant duties upon Canadian products including flour. Newfoundland has no right to expect to be treated as a member of the Confederation; so long as she remains outside, she cannot complain, if she is treated on the same terms as a foreign country. Nevertheless, intercolonial trade may be worth cultivating for its own sake; a war of tariffs between two neighboring British Colonies is not an edifying spectacle, and some terms of accommodation ought to be possible. Sir John Macdonald promised to take the subject into consideration.

The visit with which Canada is honored from Jamaica is purely commercial. The object of the commissioners is to pave the way to a commercial arrangement between the two countries. Jamaica has sugar, spices and fruits to offer in exchange for our produce. Of sugar the Island exports yearly about 26,000 tons from seven to thirteen, Dutch standard. What Jamaica is capable of consuming must not be measured by what she consumes under the pressure of high duties. Besides food products, we might send thither boots and shoes, tweeds and cotton manufactures. Jamaica raises a large part of her revenue from food products; but we presume that she would be able to find some other source of income. The commissioners are of opinion that no other part of the West Indies offers so good a scope for Canadian trade as Jamaica, because the population of Demerara, Barbadoes, and Trinidad is small and their production of sugar very large, and there is not the same chance to increase their imports of food products. What the commissioners suggest—for they are not as yet officially authorized to propose it—is to admit Canadian flour, dairy products and provisions free, upon condition that we reciprocate as to their chief products.

The exchange of £5,000,000 five per cent. Canadian securities for four per cents is reported to have been concluded. In spite of the drawbacks of a rapidly increasing debt and the North West insurrection, Canada has been able to improve the conditions of her public credit, and to take advantage of the decline in the rate of interest which has for some years been going on. The previous announcement of the assured success of the additional new loan of an equal amount was evidently in anticipation of the fact of completed negotiation. That it will be taken cannot be doubted, and the conditions are not likely to vary much from those of the other loan made by way of exchange.

Harmony among the pooling trunk line presidents at New York was reported on Tuesday. The general expectation was that, under the circumstances, they were not likely to do anything that would be effective. The trouble is that there is not anything like full work for all the roads to do. The Western committee was asked to formulate its proposals for the division of the east-bound traffic, which is to be subject to the

approval of the trunk lines. This committee will meet in Chicago in about ten days.

The strike among the American Iron-workers continues on a large scale, and there are no present signs of either side giving in. It is not thought, however, that the struggle will last long.

### LOCAL AND THROUGH FREIGHTS.

A matter that is causing serious inconvenience to Ontario millers is the discrimination in through rates of freight charged by the Grand Trunk Railway and the Canadian Pacific Railway on flour from points in the Western States to the St. Lawrence or the sea-board. These rates, it is claimed, distinctly favor the western shipper and as distinctly prejudice the Canadian miller and shipper. A miller in Ontario writes to us under date 5th instant:—

At the present moment, the roads are carrying flour from Chicago to Montreal at 22 cents per barrel, and to Quebec 44 cents per barrel. From Brantford, Waterloo, Guelph, Galt and similar milling points they ask 35 cents and 44 cents per barrel to Montreal and Quebec respectively. Of course we cannot compete against such a policy, and it has the effect of handing over the trade to our American rivals. A more unfair course could not well be devised.

A similar complaint is made by another firm of millers, this week, who say:—"The May 25th Tariff sheet of the Grand Trunk declares the rate on flour from Paris and Brantford to be 15 cents per 100 lbs., or 30 cents per barrel to Montreal, and from Toronto to Montreal 12½ cents per hundred lbs. or 25 cents per barrel, while American flour is brought all the way from Chicago for less money. Is not this a real grievance?" This emphasises what was told us some time ago by a western merchant:—"What is causing the millers to howl for more duty on flour is discriminating rates charged by the C. P. R., and the G. T. R., which favor western shippers and stab Canadian. As a journal issued in the interest of fair trade you ought to expose such wrong-doing."

This discrimination between through freight rates *versus* local freight rates is one that occasions much dissatisfaction the world over. A year or two ago, at the instance of midland manufacturers and grain dealers, a Parliamentary Commission of Great Britain took evidence as to railway discriminations in that country. "It was proved," says a writer at the time, speaking on the authority of Mr. Samuelson, M. P., "that people in England are subjected to far worse treatment at the hands of railway companies than people in America are. American grain is transported from Liverpool to London for one half the rate charged upon English grain from points near Liverpool." Similarly, we know that British manufacturers complained recently of railway companies carrying Belgian iron goods from ports on the North Sea right across to Liverpool for less than was charged on like goods from Birmingham or Wolverhampton—one-third the distance. The Political Economy Club of Great Britain discussed the question in 1883, and the prevalent opinion at that gathering was one of doubt whether the evils could be cured by legislation.

It is worth while to recall, however, that the great riot in Pittsburg a few years ago,