

BRYCE, McMURRICH & CO.**30 BALES (1,500 PIECES) GREY COTTONS,**
of all grades.**10 CASES (500 PIECES) WHITE COTTONS,**
of all grades.**6 BALES 68 and 72 in. GREY SHEETINGS,**
PLAIN AND TWILLED.The above are just to hand, being purchased when the
market was at the low point.

VALUE VERY SUPERIOR.

COTTON AND LINEN GRAIN BAGS.

Office—34 Yonge Street, Toronto.

AND

WEST REGENT STREET, GLASGOW, SCOTLAND.

BRYCE, McMURRICH & CO.

Toronto, December 8, 1870.

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THE

Monetary and Commercial Times.

WITH WHICH HAS BEEN INCORPORATED

THE MONTREAL TRADE REVIEW.

TORONTO, CAN., FRIDAY, FEB. 24, 1871.

CANADA UPON THE LAKES.

Not only upon the ocean is our Dominion assuming a prominent place among the nations, as was briefly indicated in this journal some weeks ago, but on the great lakes of the West and their magnificent outlet, the St. Lawrence, in addition to the traffic of our Western Provinces, we have no inconsiderable share of the carrying trade of our neighbors, the Western States, as well for import as for export. That this share is being increased, and the facilities for meeting it enlarged, are signs of healthy progress which we gladly welcome.

That vast tract of arable country, however, west and north-west of the lakes, beginning with Northern Wisconsin and Minnesota, which borders on them, and embracing Dakota and the new Province of Manitoba, so soon to be thickly peopled by the aid of the Northern and the Canada Pacific Railways, must find new channels to the ocean for their surplus products, and are even now agitating for additional freight lines and ports to those of Milwaukee, Chicago, and Sheboygan, whence their grain has been and is now being shipped. This desire is natural enough, for the region described is hundred of miles north of either Chicago or Milwaukee, and its grain, other than what goes *via* Kingston and Montreal, under present arrangements has to go zig-zag along the chain, up Lake Michigan, down Erie and St. Clair, up Lake Erie to Buffalo, down again by the Erie Canal to

New York, whence it must go northward yet again to reach Liverpool.

It is the opinion of experienced shippers that, at no very remote date, a water route will be formed connecting the Georgian Bay with the Ottawa (though we confess to very serious doubts on this point), which will better, because more directly, serve the interests of the great North-West, by carrying its grain from the western end of Lake Superior *via* Georgian Bay and the Ottawa to ocean craft at Montreal, cutting off Lakes Huron, Erie and Ontario, and by carrying to the western prairies the timber of the Ottawa and Nipissing regions. Settlers are already crowding fast to the line of the Northern Pacific road. The coming summer will see a large emigration to Manitoba from other parts of the Dominion; and with the remarkable fertility of the prairie lands, it will need but few seasons to develop a large export trade. The Northern Pacific Railway is completed from Ottotail city 250 miles to Duluth, where one arm of it meets the commerce of the lakes and the St. Lawrence. At St. Paul the other eastern arm will connect with the Mississippi. A third branch is to extend to Pembina, on the Canadian border, by July 1, 1871, and its trunk line traverses the "fertile belt" to the Pacific Ocean at Puget Sound.

The town of Duluth, founded in March, 1870, at the western part of Superior, and already possessing 5,000 inhabitants, will thus become a great focus, indeed, the traffic from this point, since the opening of the Superior and Mississippi Railway, connecting it with St. Paul, has already shown an activity surprising to even the progressive and hopeful Western American. So great is the demand for increased facilities for western grain, that the propeller and other lines, plying too and from Green Bay and Lake Superior, have resolved to double their capacity for the coming season. The Canadian lines of propellers plying to Chicago and Milwaukee are also making unusual preparations for an active and enlarged trade. The North Shore Transportation Co., (Montreal, Hamilton and Port Stanley) has amalgamated with the Merchants' Line. And a line of seventeen steamers, with a capacity of nearly two hundred thousand bushels is thus formed, to assist in transporting the grain of the west from Milwaukee and Chicago to Montreal for export, taking back merchandize to lake towns in Upper Canada; and coal, pig iron and salt to American ports on Lake Michigan. Some of these will ply to St. Catharines and the Welland Canal and transfer their grain cargoes to sailing vessels, and some to Kingston and elevate it into barges for canal transport. In addition to these, Jaques'

line of propellers will continue to ply between Chicago and Montreal, while the various barge lines, the Inland Navigation Co.'s Steamers, and numerous independent vessels and steamers will swell the tonnage available for the St. Lawrence route. Six and a half million bushels of wheat, and one million thirty two thousand barrels of flour, were exported from Montreal in the year 1870, and a decided increase on these already handsome figures may, with the blessing of a good harvest, be looked for this year.

The following statement cut from an American paper, shows what some of the Western States merchants are projecting in the way of importing direct via the St. Lawrence, from Europe to Chicago:—

"There are three steamers per week from Liverpool, two from Glasgow and two from London making Montreal their terminus, not to speak of several lines of clippers. The rates and time of freight are the same as to New York city. The time required to steam from Montreal to Chicago is ten days, a total which would make the time from England, via New York, when the vexatious delays of the New York Custom House are considered. Commencing with the 1st of May, there will be an arrival of one propeller per diem in the port of Chicago from Montreal. The charges in Montreal for transshipping the freight are about one-third of what they are in the city of New York. The following is the schedule of mean charges in Montreal: Wharfage 67 cents per \$100 value on goods, 25 cents per ton on metals; cartage, 50 cents per ton on goods, 25 cents per crate on crockery. The customs entry and bond fee is \$5 per entry in New York and but \$1 in Montreal. Chicago importers, with their experience of United States customs houses on the seaboard, will be quick to appreciate the difference. The freight from Montreal is about 25 cents per 100 pounds, a much lower rate than that exacted from New York."

Here, then, one would think, is an opportunity for the Western Gotham to experiment to good advantage on the plan she is said to be so eager to adopt, of taking the importing of British and European goods for the Northwestern States away from New York, and into her own hands. If it succeed, the means of transit at present existing can soon be quadrupled, and Canada will be prepared to provide a handsome share.

TRADE OF THE DOMINION.

We are gratified to notice the promptitude with which the Trade Returns and the Public Accounts of the Dominion have been laid before Parliament this Session. The Trade Returns are made up to the 30th June last, the end of the fiscal year, and possess much interest and value. From the statements supplied we compile the following tables showing the value of goods entered for consump-