

Besides ordinary maintenance no doubt the line requires most extensive renewing, in fact rails, &c., which it never had, new stations, sidings, fish-platings, signals, trimming and draining of the slopes of cuttings, wharfage, completion of ballasting &c. Undoubtedly the Company require a large sum to expend in completing and perfecting their great line. This circumstance seems to us to amount to additional evidence of the importance of working the traffic with the greatest economy, so as to extract from it the largest amount of profit, or this profit could either be applied to doing the renewals, &c., or to paying the preference dividends. If employed in finishing the line it would be advantageously used, for this would enable the Company to carry more traffic, to earn a larger profit, and when the 1st 2nd, 3rd, and 4th preference holders knew that the money to pay their dividends was earned but spent in the line, they receiving paper dividends in lieu thereof, they would know that it could only last for a comparatively short period; that it was for the good of the Company, and ultimately for their own benefit. If, on the other hand, the money was paid away in dividends upon the 1st, 2nd, 3rd, and 4th preferences the credit of the Company would be so improved that they could easily raise the required additional capital on a second equipment mortgage. There would clearly be an advantage to the Company in the enlargement of the working profits. It is a perfectly legitimate and highly useful proceeding on the part of the Proprietors to closely investigate the affairs of the Company, with a view to a thorough reform in the management. If they find that a different system of management would place at their disposal a much larger amount of working profit they are entitled to carry the reform.

It is important to place the Grand Trunk railway, at the earliest moment, in the best condition for carrying traffic. Canada is a rising country. The population and business of Montreal have nearly doubled in the last few years, and the great towns of the Dominion generally are "looking up" with a bright aspect. The Intercolonial railway is carried, and this will do the Grand Trunk much good, always provided they do not lose by its working (if they work it)—which seems to us a further reason for the Proprietors to closely attend to their affairs. As it is the Grand Trunk traffic has greatly increased. In the last report of the Directors it is stated—"In 1861 the gross traffic of the line was £920,579, whilst in 1866, on the same mileage, it was £1,356,795, or an increase of 47½ per cent." Without another mile of line it will, we believe, be £2,000,000 by 1873, if the Intercolonial is then in operation, and if the full working powers of the line are brought to bear. We say, then, that there is something substantial to get by good management, and we should consider it the worst of management, to neglect placing the line in the best order and the rolling stock in full supply and condition.

£2,000,000 a year gross income, from which probably the net would be £1,000,000, would render the Grand Trunk a highly successful undertaking.—*Herepath's Journal*.

Financial.

MONTREAL MONEY MARKET.

(From our own Correspondent.)

MONTREAL, Sept. 22, 1868.

Very little is doing in money circles and the tone of the market is unchanged; so far, very little accommodation is asked at the banks for money to remove grain; good paper is scarce and there is to alteration in rates either at the banks or in the street. Stocks are scarce, but the enquiry is moderate. Bank of Montreal would sell freely at 135½. British in demand at 103, but none in the market. Ontario a shade better. Merchants' dull and heavy. Peoples' in light request at 105½. For City 102 is offered without attracting sellers.

Toronto held at 117, but no buyers over 115½. Miscellaneous stocks are generally held for high figures but not much movement in them. Gold has slowly declined during the week, the market closing at 142½, this is owing to the low rate of sterling exchange in New York, which is only worth 8½; so far the Presidential contest has not affected the gold market, to what extent it will remain to be seen. Greenbacks buying price 30½, selling 29½ to 30 dis. Gold drafts in New York par to ½ dis. Silver in good supply at 3½ buying, and 3 selling. Sterling exchange dull at 9 to 9½ for bank.

The silver nuisance.—As promised in my last letter I now give you a synopsis of Mr. Weir's Circular on this subject. Last spring Mr. Weir made an effort to abate the nuisance, but it was not sufficiently comprehensive to affect its object, and lately, he has been delayed in taking any action, being unwilling to interfere with the movement in the Province of Ontario, which at one time promised considerable success. He goes on the basis that the duty of 15 per cent. on American silver is prohibitory, therefore, if the surplus silver can be exported from the country, and kept out of it, the evil will be removed. The total amount of silver in the country has little to do with the rate of discount, it is only the quantity not required for change, which accumulates in the banks and broker's hands, this sum he estimates at \$1,000,000 and another million in the hands of the public which could be spared. He proposes to export two million dollars, say \$50,000 per week for forty weeks, commencing the 15th October next. The removal of that amount would leave little more than is required for small change and reduce the discount permanently to one or two per cent., causing the volume of business to be transacted in gold and bank notes. The cost of exporting \$50,000 silver, purchased at 2½ per cent. dis. will be (including commissions, interest, &c.) about \$3,000, which amount he proposes to raise in accordance with a form of contract, but should the support tendered fall short of the amount required to insure him against loss, of course the movement falls to the ground.

TORONTO STOCK MARKET.

(Reported by Pellatt & Osler, Brokers.)

Very little doing in the stock market owing to the scarcity of securities.

Bank Stock.—Very few transactions in Montreal stock; buyers offer 134½. Sellers ask 98 for Ontario, and sales occurred during the week at 98½ and 98½. Small lots of Toronto offer at 116 to 116½. There are buyers of Royal Canadian at 91 for paid up stock. Buyers offer 104 for paid up Commerce. Sellers ask 105½ for Merchants', buyers offer 105. There are sellers of City at 102½ and buyers at 101½. Du Peule is held at 105½. Buyers offer 106 for Jacques Cartier. Sellers ask 97 for Mechanics', buyers offering 94½. There are buyers of Union at 102, and sellers at 103. In other banks nothing to report.

Debentures.—Canada are in great demand. No sterling six per cents in market. Five per cents offering at 91, and Dominion stock at 101½. There were sales of short date Toronto bonds to pay 7 per cent. interest. A few County are offering at high rates, and small lots have been taken.

Sundries.—Building Society Stock is again up and is now saleable at rates never before reached; the last sales of Canada Permanent were at 119½. Buyers offer 112½ for Western Canada; no sellers. Freehold sold at 105½ and 106½, and is in demand. There were sales of Montreal Telegraph at 134 to 134½. Buyers offer 62½ to 63 for Canada Landed Credit, \$20 paid. City Gas sold at 105 to 105½, and is offered at 105, ex dividend due 1st October. British America was offering at 56; no sales. Mortgages, none to be had. Money continues very easy, and offers at low rates on good security.

AMERICAN SECURITIES HELD IN EUROPE.—The N. Y. Financial Chronicle gives the following table of the amount of American Railway and Canal Stocks owned in Europe:—

Atlantic and St. Lawrence Railroad sterling bonds.....	\$434,000
Eastern R.R. (Mass.) sterling bonds.....	610,000
Western R.R. (Mass.) do.....	4,369,000
Erie Railroad do.....	4,850,000
Panama Railroad do.....	1,912,000
Camden and Amboy R.R. do.....	1,740,000
South Carolina Railroad do.....	2,275,000
Pennsylvania Railroad do.....	2,126,000
Philadelphia and Reading Railroad, sterling bonds.....	970,000
Baltimore and Ohio Railroad (Md. guar.) sterling bonds.....	3,000,000
Eaton and Hamilton Railroad.....	130,000
Marietta and Cincinnati R.R. about.....	200,000
Detroit and Milwaukee Railroad.....	150,000
Michigan Central Railroad.....	867,000
Chicago, Burlington and Quincy Railroad bonds (Frankford).....	1,552,000
Illinois Central Railroad, ster'g bonds.....	3,104,000
Troy and Greenfield Railroad.....	509,000
Mobile and Ohio Railroad.....	4,593,000
Total.....	\$33,443,000

Sterling Canal and Water Bonds:—	
Boston Water bonds.....	\$1,949,000
Chesapeake & Ohio Canal bonds.....	1,749,000
Susquehanna and Tidewater Canal bonds.....	816,000
Illinois Canal bonds.....	1,850,000
Total Canal ster'g bonds.....	\$8,980,000
Add further for dollar bonds, railroad and other, including \$35,000,000 Illinois Central.....	60,000,000

Add further for Railroad stocks:—	
Atlantic & Great Western.....	\$15,000,000
Erie.....	6,000,000
Illinois Central.....	17,500,000
Philadelphia & Reading.....	10,000,000
All other roads.....	7,500,000

Total Railroad stock..... 56,000,000

Total transportation securities..... \$158,423,000

The issues of the five-twenties of 1862 is \$514,000,000; and from the extreme scarcity of those bonds it is very generally conceded that they are nearly all held abroad. Of the sixes of 1881 there are \$283,000,000 outstanding which also are principally in the hands of foreigners. The preference for ten-forties, on account of the specific pledge for the payment of the principal in gold, cannot have drawn out of the country less than \$25,000,000 of those bonds; while the minor amounts of all other issues combined cannot be estimated at less than \$50,000,000. So that the total amount of United States bonds held abroad must be very nearly \$700,000,000, or possibly more. Putting together, then, the foregoing items, we have the following result, as the amount of all kinds of American securities held in Europe:—

United States bonds.....	\$700,000,000
Sterling bonds issued by railroad companies.....	33,500,000
Sterling bonds issued by canal and water companies.....	8,900,000
Dollar bonds of railroad and other companies.....	60,000,000
Railroad Stocks.....	56,000,000
State Stocks.....	60,000,000
Municipal and miscellaneous stocks.....	22,000,000

Total estimated amount of American securities held abroad..... \$938,400,000

—It is stated that the Ontario Legislature will meet on the 3rd of November.