

TRADE—FINANCE—STATISTICS.

Pig iron shows an upward tendency, and has advanced 4s. to 5s. a ton. Holders here are indisposed to sell from stock at present rates or to quote for arrival. Ingot tin has advanced £12 a ton. Tinplates have advanced rs. 6d. a box all round, and are held firmly, as is copper, which has advanced sharply. Scotch cast-iron pipe has advanced 10s. a ton; in fact, it is generally thought by competent judges that we are to experience another iron "boom," though not to the extent of the one we had last fall, and also that prices will advance keenly within the next two months.

Four years ago the cattle trade had scarcely an existence, and yet the total of last year's trade was about four times as large as that of 1877, and 30 per cent. more than that of 1878. The following are the comparative figures:—

	1877.	1878.	1879.
Cattle	6,940	18,655	25,009
Sheep	5,509	41,250	80,332
Swine	430	2,078	5,385

More than 20,000, cattle were shipped at Montreal, 4000 at Quebec and the remainder at Portland and Boston.

The increase of 51,042 in the receipts of the Grand Trunk Railway Company during the past week over the corresponding week of last year, and the general increase of \$815,538 are largely due to the connection made at Port Huron with the Chicago and Grand Trunk Railway, giving an outlet to Chicago. The large accession of live stock traffic since the government prohibition on American cattle passing through Canada was removed in April last has likewise augmented the receipts. There is also an increase of immigration traffic of nearly \$30,000, and in other passenger traffic of between \$130,000 and \$140,000. The movement of people from the Eastern States and Canada to the Western States, Manitoba and the Northwest contributes to the increase. The Canadian live stock export business is also beneficially affecting receipts.

Importations for the month of May were total dutiable goods, value \$5,324,861; duty, \$1,302,371; coin and bullion, except United States silver coin, \$10,835; free goods, \$1,847,358; grand total entered for consumption, \$7,103,054; duty, \$1,302,371. The exports for a similar period were \$5,318,900.

The California and Oregon crop is expected to give a larger out-turn than ever before. The harvest in California is expected to be commenced the last week in June. The wheat crop of Canada has good promise, as well as the Barley crop.

The prospects for the Spring Wheat crop in the Northwestern States is promising. The outlook is good for the Winter Wheat crop in the States of New York and Pennsylvania.

It is now expected that, with a continuance of favourable weather, the Winter Wheat crop will begin to move to market quite freely during the second week in July.

Of the Wheat crop in Europe—England has promise of about an average. If that country has an average, the requirements of foreign Wheat will probably be about one hundred million bushels. The harvest in the United Kingdom will be late. The wheat-ears began to make their appearance on the early soils the first week in June in the south of England. From the peeping of the ears to the harvest is usually about sixty days.

The Wheat crop of France is expected to be better than last year, but does not meet earlier promise. The crop on light soils will be poor; on heavy soils fair. The Hay crop of France is but half a crop.

The Wheat crop of Spain, Algeria, Italy, Belgium, Holland and Austro-Hungary is favourably spoken of, but in South Russia the Wheat crop is disappointing.

The latest reports of the Wheat crop of Germany were not very favourable, and the Rye crop is badly damaged, so much so that it was feared there would not be half a crop.

There is a dearth in the reserve Wheat stocks throughout Europe, which it will take a long time to replenish to their normal amounts.

The collisions of late on the ocean, in the Sound and in the Bay have directed the attention of the people to the dangers of water travel.

The crash of the Arizona against an iceberg has not been forgotten, the recent encounter of the Flamingo with an immense berg and her lucky escape from a terrible disaster is fresh in the public mind, while the collision of the Anchoria and Queen at sea, in a dense fog, is of recent occurrence. It will be admitted that on the most carefully managed ocean lines there is danger, but it is also a fact that by prudent control danger can, in a great measure, be averted.

Swift-sailing steamers, luxuriously furnished, with elegant state-rooms, splendid cabins and fine decorations, are not the only requisites to ensure safety;

there must be drill, order, seamanship, experience and the avoidance of short routes to gain time at the expense of due precaution on the part of those in command. The magnitude of the passenger interest from New York to Europe demands that the utmost care and caution should be observed, and the line that ensures the most safety will eventually become the most popular. Already the public are canvassing the record of the various steamship lines from this port to Europe. In the comparison it is found that the Cunard line, since its organization in 1840 up to the present time, has never lost a life. During this period its steamships have crossed the Atlantic more than 4,000 times, and have carried over 2,000,000 passengers. This is a record any company may be proud of, and is conclusive proof that ocean travel can, with all its liabilities to danger, be made as safe as land routes. This company has brought the management of ocean steamships to a high state of perfection, and although its vessels are large and luxurious and contain all the modern inventions relating to the comfort of passengers, yet superior to all is the determination to ensure voyages free from disaster. To avert collisions it has adopted the "Lane Route" for outgoing and incoming steamers, and by the pursuance of this course that kind of danger is averted. This route also takes them well away from the dangerous coast of Nova Scotia.

It is a great triumph for inventive power as well as skill in seamanship to herald a voyage of less than eight days between Liverpool and New York; it is a greater, however, to point to a record of forty years' continuous arrivals and departures without the loss of life of a single passenger.

To popularize travel there must be safety as well as convenience and luxury, and the managers must understand this fact. Those contemplating a sea voyage shrink from it when they read of frequent disasters, not brought about by sudden and terrible cyclones, but through collision resulting from the neglect of proper precautions upon the part of officers in charge.

Not only has the broad sea been the witness of recent collisions, but they have just occurred in the quiet waters of New York Bay—not in darkness and fog, but in the clear light of day. It is also a pleasant diversion for captains of excursion boats, when loaded to the guards full of passengers, to race each other and endanger the lives of all on board. This may go on until a terrible disaster happens, and then prison bars be the refuge of those in command.

Summary of exports for week ending June 25th, 1880:—

From—	Flour, brls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Pease, bush.
New York	74,275	2,031,349	1,481,314	4,687	51,981	3,591
Boston	14,520	200	251,514	20,537	....	....
Portland .....	....	....	....	....	....	....
Montreal	11,829	140,743	309,140	96,500	69,990	14,318
Philadelphia	13,834	256,343	716,705	400	....	....
Baltimore	7,700	628,185	271,670	....	....	....
Total per week	122,158	3,056,820	3,033,352	122,124	121,971	57,909
Corresponding week of '79	109,207	2,546,962	2,048,854	3,292	73,400	50,362

BANKS.

BANK.	Shares par value.	Capital Subscribed.	Capital Paid up.	Rest.	Price per \$100 June 30, 1879.	Price per \$100 June 30, 1880.	Last half-yearly Dividend.	Per cent. per annum of last div. on present price.
Montreal	\$200	\$12,000,000	\$11,999,200	\$5,000,000	\$138	\$135	4	5.80
Ontario	40	3,000,000	2,996,756	100,000	77	61	3	7.79
Molson's	50	2,000,000	1,999,095	100,000	83½	76½	3	7.19
Toronto	100	2,000,000	2,000,000	500,000	126½	106½	3½	5.53
Jacques Cartier	25	500,000	500,000	55,000	75	60	2½	6.67
Merchants	100	5,798,267	5,518,933	475,000	94¼	75¾	3	6.33
Eastern Townships	50	1,469,600	1,382,037	200,000	100	95	3½	7.00
Quebec	100	2,500,000	2,500,000	425,000	....	....	3	....
Commerce	50	6,000,000	6,000,000	1,400,000	120¼	103	4	6.65
Exchange	100	1,000,000	1,000,000	....	....	....	....	....
MISCELLANEOUS.								
Montreal Telegraph Co.	40	2,000,000	2,000,000	171,432	99½	88¼	4	8.04
R. & O. N. Co.	100	1,565,000	1,565,000	....	36¼	41¼	....	....
City Passenger Railway	50	....	600,000	163,000	100	78	15	5.00
New City Gas Co.	40	2,000,000	1,880,000	....	124	114	5	8.06

*Contingent Fund. †Reconstruction Reserve Fund. ‡Per annum.

RAILWAY TRAFFIC RECEIPTS.

COMPANY.	1880.			1879.		Week's Traffic.		Aggregate.	
	Period.	Pass. Mails & Express.	Freight.	Total.	Total.	Incr'se	Decr'se	Period.	Incr'se
*Grand Trunk	Week June 26	\$69,961	\$134,520	\$204,481	\$150,822	\$53,659	....	26 w'ks	\$764,197
Great Western	" 18	33,634	55,511	89,145	70,097	19,048	....	25 "	322,892
Northern & H. & N. W.	" 22	7,371	19,774	27,145	20,895	6,250	....	25 "	111,876
Toronto & Nipissing ..	" 21	1,310	1,927	3,237	3,670	....	433	25 "	9,079
Midland	" 21	2,468	4,361	6,829	5,238	1,591	....	25 "	37,718
St. Lawrence & Ottawa	" 19	1,389	1,414	2,803	2,853	....	50 fm Jan. 1	....	1,774
Whitby, Pt Perry & Lindsay	" 21	636	885	1,521	1,189	332	....	"	10,017
Canada Central	" 21	2,709	4,497	7,206	5,338	1,868	....	25 w'ks	28,572
Toronto, Grey & Bruce	May 22	2,093	5,087	7,180	6,470	710	....	21 "	18,259
†Q., M., O. & O.	Month June 15	6,636	3,947	10,583	4,647	5,936	....	23 "	81,253
Intercolonial	Month May 31	50,449	89,432	139,881	105,683	34,198	....	5 m'nths	187,141

*NOTE TO GRAND TRUNK.—The River du Loup receipts are included in 1879, not in 1880; omitting them the week's increase is \$57,859, aggregate increase \$873,397 for 26 weeks.

†NOTE TO Q., M., O. & O. RY.—Eastern Division receipts not included in returns for 1879.