

COMMERCIAL

MONTREAL STOCK EXCHANGE TRANSACTIONS.

(Furnished by J. M. Robinson and Sons, Bankers.)

Morning Sales, September 12.

Can. Pac. 25@26 1/4, 15@16 1/4, 10@11 1/4.

Am. Pac. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. J. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. L. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. P. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. M. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. N. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. O. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. Q. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. R. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. S. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. T. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. U. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. V. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. W. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. X. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. Y. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. Z. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AA. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AB. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AC. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AD. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AE. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AF. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AG. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AH. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AI. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AJ. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AK. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AL. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AM. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AN. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AO. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AP. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AQ. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AR. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AS. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AT. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AU. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AV. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AW. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AX. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AY. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. AZ. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BA. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BB. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BC. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BD. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BE. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BF. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BG. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BH. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BI. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BJ. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BK. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BL. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BM. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BN. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BO. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BP. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BQ. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BR. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BS. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BT. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BU. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BV. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BW. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BX. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BY. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. BZ. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. CA. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. CB. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. CC. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. CD. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. CE. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. CF. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. CG. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. CH. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. CI. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. CJ. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. CK. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. CL. 10@11 1/4, 5@6 1/4, 2@3 1/4.

St. CM. 10@11 1/4, 5@6 1/4, 2@3 1/4.

CHICAGO MARKET REPORT.

Wed. Thurs.

Dec corn 59 1/2 61 1/2

May corn 59 1/2 61 1/2

Dec wheat 104 1/2 106 1/2

May wheat 104 1/2 106 1/2

Dec oats 54 1/2 56 1/2

May oats 54 1/2 56 1/2

Dec soybeans 11 1/2 12 1/2

May soybeans 11 1/2 12 1/2

Dec cotton 11 1/2 12 1/2

May cotton 11 1/2 12 1/2

Dec sugar 11 1/2 12 1/2

May sugar 11 1/2 12 1/2

Dec flour 11 1/2 12 1/2

May flour 11 1/2 12 1/2

Dec oil 11 1/2 12 1/2

May oil 11 1/2 12 1/2

Dec lard 11 1/2 12 1/2

May lard 11 1/2 12 1/2

Dec tallow 11 1/2 12 1/2

May tallow 11 1/2 12 1/2

Dec butter 11 1/2 12 1/2

May butter 11 1/2 12 1/2

Dec eggs 11 1/2 12 1/2

May eggs 11 1/2 12 1/2

Dec chickens 11 1/2 12 1/2

May chickens 11 1/2 12 1/2

Dec turkeys 11 1/2 12 1/2

May turkeys 11 1/2 12 1/2

Dec geese 11 1/2 12 1/2

May geese 11 1/2 12 1/2

Dec ducks 11 1/2 12 1/2

May ducks 11 1/2 12 1/2

Dec pigs 11 1/2 12 1/2

May pigs 11 1/2 12 1/2

Dec calves 11 1/2 12 1/2

May calves 11 1/2 12 1/2

Dec lambs 11 1/2 12 1/2

May lambs 11 1/2 12 1/2

Dec hogs 11 1/2 12 1/2

May hogs 11 1/2 12 1/2

Dec sheep 11 1/2 12 1/2

May sheep 11 1/2 12 1/2

Dec goats 11 1/2 12 1/2

May goats 11 1/2 12 1/2

Dec horses 11 1/2 12 1/2

May horses 11 1/2 12 1/2

Dec ponies 11 1/2 12 1/2

May ponies 11 1/2 12 1/2

Dec mules 11 1/2 12 1/2

May mules 11 1/2 12 1/2

Dec donkeys 11 1/2 12 1/2

May donkeys 11 1/2 12 1/2

Dec camels 11 1/2 12 1/2

May camels 11 1/2 12 1/2

Dec llamas 11 1/2 12 1/2

May llamas 11 1/2 12 1/2

Dec alpacas 11 1/2 12 1/2

May alpacas 11 1/2 12 1/2

Dec vicuñas 11 1/2 12 1/2

May vicuñas 11 1/2 12 1/2

Dec guanacos 11 1/2 12 1/2

May guanacos 11 1/2 12 1/2

Dec chinchillas 11 1/2 12 1/2

May chinchillas 11 1/2 12 1/2

Dec degus 11 1/2 12 1/2

May degus 11 1/2 12 1/2

Dec guinea pigs 11 1/2 12 1/2

May guinea pigs 11 1/2 12 1/2

Dec hamsters 11 1/2 12 1/2

May hamsters 11 1/2 12 1/2

Dec gerbils 11 1/2 12 1/2

May gerbils 11 1/2 12 1/2

Dec mice 11 1/2 12 1/2

May mice 11 1/2 12 1/2

Dec rats 11 1/2 12 1/2

May rats 11 1/2 12 1/2

Dec shrews 11 1/2 12 1/2

May shrews 11 1/2 12 1/2

Dec voles 11 1/2 12 1/2

May voles 11 1/2 12 1/2

Dec weasels 11 1/2 12 1/2

May weasels 11 1/2 12 1/2

Dec ferrets 11 1/2 12 1/2

May ferrets 11 1/2 12 1/2

Dec badgers 11 1/2 12 1/2

May badgers 11 1/2 12 1/2

REPORT ON THE HUDSON'S BAY ROUTE

Immense Advantages of That Route for Western Grain.

Less Than Five Hundred Miles of Railway

Required—Three Months of Navigation at Least.

OTTAWA, Sept. 12.—An illuminating report on the Hudson Bay route being a compilation of facts and conclusions drawn from departmental records of the various exploring parties, has been issued by Mr. J. A. McKenna, under direction of the Interior Department. The report summarizes the results of the various exploring parties, and shows that the Hudson Bay route is the shortest and most direct route for western grain to the coast.

The report also shows that the Hudson Bay route is the most economical route for western grain to the coast, as it requires less than five hundred miles of railway to be built, and it can be navigated in three months at the most.

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