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THE SITUATION.

At last judgment has been delivered by the Vice-Admiralty Court at Halifax in the case of the American schooner "David J. Adams," seized long ago for a violation of the fishery treaty and laws. The charge made was that of fishing and preparing to fish and buying bait within the three-mile limit. Upon the facts, the case against the schooner was not a very strong one. It appears that the "Adams" entered for one alleged purpose, and afterward procured bait and ice within the Canadian jurisdiction. The intention to fish was presumptive. Chief Justice Macdonald held that it was not necessary to show a positive intention to fish, a position which is one of some delicacy, inasmuch as it pushes an offence more or less conjectural to its extreme limit. Whatever may be thought of the decision, it will tend to show the necessity that exists for putting the Atlantic as well as the Behring Sea fishery on a better footing. In the one case, the intention to fish contrary to right is assumed on conjectural evidence, and in the other the right to fish in the open sea is denied. Here are the best grounds for a mutual accommodation of these vexatious questions.

Until recently, the Union Pacific Railway practically ended at Omaha and had no Chicago connection. This defect has been removed by an arrangement, which is for ten years, with the North-West road. This agreement puts the Union Pacific on a level with its rivals. By making the Omaha road a party to the contract, the Union Pacific also obtains connection with Lake Superior. In this way the Canadian Pacific road may feel the effect of these changes. Other plans for closer working between different railways are before the American public; among them are what is known as the Atcheson plan, which aims to erect practically into one system 7,700 miles of road, and the organization of the Kansas and Texas systems. On one side it is pointed out that the realization of these plans would give the roads greater efficiency; on the other is the public jealousy of anything that looks like combination. It is believed that in the Union

Pacific and the North-West arrangement no law has been violated; a point which it will be necessary to observe if the other proposes plans be reduced to practice.

A strike among stonecutters in Toronto originated in objections being made by the men to a foreman in one of the yards, and it was not long in extending to bricklayers and laborers. The dismissal of the obnoxious foreman was demanded by the striking stonecutters, but as he is a partner in the business this could not be conceded. Efforts to avoid friction from trivial causes ought to be made on both sides; and in this instance, owing to the facts being differently presented by the two sides, it is not easy to see where the blame lies. In another yard an attempt to reduce wages from 43 cents to the union scale, 38 cents an hour, led to a strike. The idle men are or were paid by the union the same rate as if they had been at work. The middle or end of October is an unpropitious time for stonecutters to strike; the season for laying stone draws to a close, and several months must elapse before it will open again. In the interval, many possibilities are conceivable. But one thing is certain: winter is before us and it has to be got through in some way by the men. These strikes will not the less be a mutual inconvenience to the employers and the men, and if they continue, building operations will be retarded. In buildings in which much stone is used, delay is more serious than it would be in ordinary brick buildings, of which there is no lack.

Sir William Lawes, a great authority, has cut down previous estimates of the wheat crop of Great Britain by 1,000,000 quarters of eight bushels each, putting the figure at 8,733,725, and the deficiency to be supplied at nearly 19,000,000 quarters. But this estimate is not at once universally accepted. At the same time, it is probably about as near the truth as it is possible to get. England draws her supplies from all exporting countries, and the rise in Atlantic grain freights will either add to the price, be deducted from what the grower gets, or divided between the grower and the consumer. A year ago the rates for grain were 2½d. to 2¾d. from Montreal to Liverpool; now they are 6d. If this rise in freights were general from all exporting countries, the effect would be to enhance the price to the consumer. But the rise in Atlantic freights appears to be due in part to local causes, especially the Liverpool cotton corner. Recently as much as 1½ cents per lb. has been paid on American cotton to Liverpool, and grain rates have been affected in consequence, though they have not been more than one-fifth or one-fourth of what has been paid on cotton. With the return to a normal condition of the cotton trade, Atlantic grain freights might be expected to decline.

Winnipeg is naturally and laudably anxious to secure the advantage which would result from making navigable that part of the Red River which connects the city with Lake Winnipeg. The movement of timber, railway ties, and fire-wood, to say nothing

of minerals, would in that way be greatly facilitated. If this improvement were made, the cut of timber on the lake would be largely increased, and some are of opinion that another result would be the utilizing of the iron ore on the shores of the lake by manufacture. It is reported that Mr. Tyrell, of the Geological Survey, has confirmed the existence of valuable iron mines there. Various plans for improving this navigation have been suggested and rough estimates of cost given. But until a survey is made by a competent engineer speculation on these points would be useless and in all probability misleading. If the work could be done for anything like the sum mentioned by Captain Robertson, \$200,000, there should be no delay in setting about it. In aiding to remove obstacles in the navigation of a great river, the Dominion Government would be acting in the straight line of its duty.

A million of dollars has been voted by the City Council of Montreal to secure the city from inundations by the overflow of the River St. Lawrence. This immunity from dangers and damages, such as have often been suffered in the past, is to be secured by building a levee along the exposed part of the water front. The by-law has to run the gauntlet of the vote of the proprietors, but as these are the people for whose benefit the work will be chiefly valuable, the endorsement of the Council's initiative may safely be counted on. Some land will be gained from the river by this work which, according to Alderman Wilson, will be worth \$800,000, at \$4 per foot. If this estimate be near the truth, the city ought not in the end to be at much expense for the construction. This estimate proceeds on the assumption that there are no riparian rights vested in individuals to prevent its realization. However this may be, the city of Montreal does a wise thing in taking measures to prevent the disaster of future inundations.

What is known as the Weldon Extradition Act, passed last session of the Dominion Parliament, contains a suspending clause delaying its going into force until effect is given to it by the Governor-General's proclamation. It is now said that no proclamation will issue until it is seen whether the United States Senate will ratify the extradition treaty agreed to by Great Britain and the American Executive. This being the case it is difficult to see the object of the Act of last session. We say to the United States that, whether they reciprocate or not, we will give them back their fugitive criminals who come to Canada, and thereby weaken the motive on the part of the Senate to sanction the new treaty. Is not this an instance of good intentions defeating themselves by unwise precipitation?

At a joint meeting of the Esplanade Committee of the City Council of Toronto, the Board of Trade, and the Citizens' Association, unanimity on one point was shown. All were in favor of a viaduct along the water front. The railway companies were not represented, and how far they accept