

ESTABLISHED 1866

THE MONETARY TIMES, TRADE REVIEW

And Insurance Chronicle,

With which has been incorporated the INTERCOLONIAL JOURNAL OF COMMERCE, of Montreal (in 1864), the TRADE REVIEW, of the same city (in 1870), and the TORONTO JOURNAL OF COMMERCE.

Issued every Friday morning.

SUBSCRIPTION—POST PAID:

CANADIAN SUBSCRIBERS	\$2.00 Per Year.
BRITISH "	10s. 6d. Sterling Per Year.
AMERICAN "	\$2.00 United States Currency
SINGLE COPIES	10 Cents.

Book and Job Printing a Specialty.

PUBLISHED BY THE

MONETARY TIMES PRINTING COMPANY OF CANADA, Limited.

EDW. TROUT, President. ALFRED W. LAW, Sec'y-Treas.

Office: 62 Church St., cor. Court

TELEPHONE: { BUSINESS AND EDITORIAL OFFICES, 1892
PRINTING DEPARTMENT, 1485

TORONTO, FRIDAY, NOVEMBER 13, 1896.

THE SITUATION.

Protection and reciprocity being one of the planks of the Republican platform on which Mr. McKinley will be called to the Presidency of the United States, interviewers have lost no time in trying to ascertain what the coming chief of the Republic intends "to do about reciprocity." The interviewer, looking through the dim glass of the statesman's blushing reticence, was able to discover that the coming man had not changed his opinion on the wisdom of the reciprocity provisions of the law, for which he had himself stood sponsor. All through the fifty-first Congress Mr. McKinley supported reciprocity, but nothing that he did embraced Canada. His reciprocity will now, according to the report of his interviewer, look especially to products which the American tariff now makes free, and he will demand corresponding freedom from a score of countries that now benefit by this absence of duties; or, failing to obtain this, his plan is to meet them by duties such as are now put on other kinds of goods. The free goods are largely raw materials; and to tax them would be a left-handed way of helping the manufacturers. But there is in this thought of Mr. McKinley, a leaning towards reciprocity, but it is a reciprocity of tariffs rather than of free imports. His ground is virtually that which the late Sir John Macdonald once took: "Reciprocity in free goods, or reciprocity of tariffs." During the late campaign, McKinley made it known that he values reciprocity for one thing, and one thing only: to use it as the keystone in the arch of protection.

If McKinley be as willing to extend free imports, by way of reciprocity, as he is to attack free imports for want of reciprocity, he may find it possible to do some business with Canada, which has long had on its statute book a standing offer to reciprocate in certain designated articles. On this side, journals which profess to speak for the Government, tell us that something like a revival of the Elgin treaty will be proposed, after the Republican authority gets settled down at Washington. The Premier has himself said something of the same kind. To this extent, and perhaps a little farther, the country would be willing to go. No one harbors the thought of continental free trade, which would virtually mean the adoption of the American tariff,

and would deliver over the country to the tender mercies of the colossal Combines of the Republic.

Rapid mail service on the River St. Lawrence recently received a set-back from Mr. Sanford Fleming, who was appointed one of the Canadian delegates to England to confer with representatives of the Imperial Government on the project. In a pamphlet, which is now frequently cited, Mr. Fleming contends that a 20-knot service on the St. Lawrence would be dangerous. Mr. Fleming is also promoter of the Pacific cable, and director of the Canadian Pacific Railway. If he is warranted in sounding the note of alarm, it follows that a rapid line of steamers, if it is to exist at all, must have its port elsewhere than on the St. Lawrence; and this fact would array powerful interests against it. The C.P.R., it may be thought, would desire to carry passengers and freight the greatest possible distance, but it must be remembered this road has to compete with other routes as a whole, and its managers must regard the situation from this point of view. The Canadian Government is represented as waiting to be convinced about the true policy to pursue. It begins to look as if the experiment of a rapid line of Atlantic steamers would not be tried on the St. Lawrence. At the conference held this week on the subject, in London, it has been said that the policy of the Canadian Government is to gather information that will help it to a decision.

The question of a swift line of Atlantic steamers involves the decision of where the summer and winter ports of such a line, on this side, are to be. Sir Wm. Van Horne is of opinion that "Quebec must unquestionably be the terminal port in summer," if vessels capable of going 20 knots an hour be employed; but if ships of lower speed, carrying from 2,500 to 3,000 tons, be employed, it would be the interest of the contractors to take them to Montreal. M. Laurier recently told a deputation that he was in favor of deepening the channel between Montreal and Quebec to 80 feet. When this is done, the aspect of the question will change. It would change again if ever 20 foot canals above Montreal to Lake Superior were obtained. M. Laurier promises to complete the depth, on the plan already carried far towards completion, to 14 feet. Any further possible depth is a question of the future. Hon. P. Garneau, whose opinion was asked by M. Laurier, favors an Atlantic service of at least 20 knots an hour. This means, among other things, that Quebec would, for the present, be the summer port of these vessels. For freight, nothing is so cheap as water carriage; for passengers, the shortest voyages get the preference.

Since the election of McKinley as President of the United States was assured, an immense impetus has been given to enterprise in the Republic. A vast array of machinery, previously idle, has been set in motion; orders for goods hitherto withheld or made conditional on the result of the election, have been made or become effective; new enterprises have been started, and a new impulse has been given to enterprise, in various forms; gold that had been hoarded has come out of its hiding places and freely offered to the Government and to the banks, and unwonted payment of debts has been made in that metal. The aggregate rise in the price of stocks in the New York market, in a week, is \$68,000,000. The general jubilation may carry some beyond reasonable bounds, as it has done in fact, and become the father of extensive speculation. But, in spite of these facts, the silver question shows signs of persisting. Mr. Hanna, who controlled the campaign for the President elect, advises that the anti-silver organization be kept up for the next four years;