

Name and date of Origin.	Year of Record.	No. of Mem- bers.	Cost per \$1,000.	Year of Record.	No. of Mem- bers.	Cost per \$1,000.
(20) Kts. of Maccabees, Supreme Tent, Port Huron, Mich., 1883.	1884 1885 1886 1887 1888 1889	 2,127 3,790 5,936 8,771 13,696	 8 00 8 00 8 50 8 70 10 50	1890 1891 1892 1893 1894 1895 1896	16,904 23,176 38,227 53,222 76,620 101,869 118,767	10 01 9 40 10 30 9 70 9 79 10 00 10 10
(21) Kt. Temp. and Mas. Mut. Aid Asso., Cincinnati, O., 1877.	1884 1885 1886 1887 1888 1889	4,560 4,695 5,026 5,287 5,340 5,356	12 48 11 77 12 60 14 00 14 00 15 61	1890 1891 1892 1893 1894 1895 1896	4,618 4,051 4,372 4,403 4,503 4,656 4,945	16 30 15 54 18 30 20 00 19 16 21 54 20 71
(22) Knights Templar & Masons' Life Indemnity Co., Chicago, Ill., 1884.	1884 1885 1886 1887 1888 1889	 1,500 2,365 3,976 5,260 6,123	 6 00 8 30 9 58 11 00	1890 1891 1892 1893 1894 1895 1896	6,541 7,265 7,330 7,333 7,255 7,509 7,472	12 71 13 74 15 88 15 20 16 12 16 03 15 56
(23) Maine Benefit Association, Auburn, Maine, 1885.	1884 1885 1886 1887 1888 1889	 1,503 3,675 4,788 5,594 6,383	 8 60 10 40 8 64 13 60	1890 1891 1892 1893 1894 1895 1896	6,178 6,381 6,402 6,054 6,263 6,501 6,041	15 10 12 00 13 80 14 50 15 28 14 22 18 70
(24) Mass. Benefit Life Association, Boston, 1879.	1884 1885 1886 1887 1888 1889	9,966 10,570 12,702 13,406 16,133 21,666	12 80 16 20 14 00 16 50 16 42 14 90	1890 1891 1892 1893 1894 1895 1896	23,759 28,081 34,343 35,064 39,880 51,940 46,399	18 40 18 55 19 78 18 30 20 40 17 00 23 60
(25) Mut. Reserve Fund Life Association, New York, 1881.	1884 1885 1886 1887 1888 1889	20,779 21,288 37,953 42,625 47,693 53,215	7 10 8 10 13 00 13 70 13 61 13 59	1890 1891 1892 1893 1894 1895 1896	58,515 64,679 72,342 82,716 96,067 105,878 118,449	14 85 15 15 16 26 16 09 15 19 15 39 16 52
(26) National Union, Toledo, Ohio, 1881.	1884 1885 1886 1887 1888 1889	5,901 8,391 13,421 14,759 17,004 20,879	7 60 7 20 8 20 7 30 9 10 9 00	1890 1891 1892 1893 1894 1895 1896	26,300 32,127 40,566 43,559 44,707 46,206 46,782	9 43 9 78 9 88 11 45 12 24 12 98 13 59
(27) N. W. Masonic Aid Association, Chicago, Ill., 1874.	1884 1885 1886 1887 1888 1889	25,572 32,329 37,020 41,343 47,041 53,040	10 13 11 05 11 40 11 93 12 40 11 99	1890 1891 1892 1893 1894 1895 1896	54,977 58,290 49,417 45,773 48,081 44,996 40,104	13 83 14 67 16 67 16 36 17 10 17 78 19 69
(28) National Provident Union, New York, 1883.	1884 1885 1886 1887 1888 1889	562 1,339 2,725 4,067 4,880 5,692	 10 31 9 91 11 90 12 30	1890 1891 1892 1893 1894 1895 1896	6,492 6,193 6,326 6,354 5,900 6,021 5,912	14 10 14 88 16 50 17 60 13 33 15 13 17 40
(29) Royal Templars of Temperance, Buffalo, N.Y., 1877.	1884 1885 1886 1887 1888 1889	15,113 14,530 15,439 14,665 14,860 14,701	11 00 13 00 14 00 16 00 15 11 14 33	1890 1891 1892 1893 1894 1895 1896	15,133 13,693 12,682 12,957 12,275 12,481 12,401	16 20 19 88 21 82 23 86 19 98 19 60 20 45
(30) Royal Arcanum Supreme Council, Boston, Mass., 1877.	1884 1885 1886 1887 1888 1889	53,811 60,957 70,823 79,176 86,935 97,967	11 34 11 34 11 88 12 50 11 90 11 67	1890 1891 1892 1893 1894 1895 1896	111,366 124,766 137,189 148,426 159,307 174,069 190,261	12 52 12 14 12 90 13 05 13 12 12 81 13 22
(31) Southern Tier Masonic Relief, Elmira, N.Y., 1868.	1884 1885 1886 1887 1888 1889	3,397 3,325 2,714 2,291 2,519 4,087	22 00 22 30 26 80 28 80 27 20 19 00	1890 1891 1892 1893 1894 1895 1896	2,387 1,651 1,137 927 843 1,225 1,090	22 60 29 70 24 38 34 00 42 08 35 40 47 20
(32) United Brethren Mutual Aid Society, Lebanon, Pa., 1870.	1884 1885 1886 1887 1888 1889	8,224 7,934 7,429 7,000 6,417 5,481	36 16 40 70 40 30 42 85 44 12 48 50	1890 1891 1892 1893 1894 1895	4,652 3,831 4,223 4,609 3,778 Winding up.	52 57 44 79 53 90 54 70 55 20
(33) United Friends, Order of, Poughkeepsie, N.Y., 1881.	1884 1885 1886 1887 1888 1889	7,668 9,433 11,932 17,542 21,500 22,503	11 74 12 76 12 05 12 10 14 00 14 70	1890 1891 1892 1893 1894 1895 1896	22,343 21,129 20,914 20,726 17,328 16,563 13,264	16 60 17 40 18 90 17 50 17 35 18 13 21 20

THE MONTREAL PILOTS.

As an exhibition of petulance and a menace of tyranny the action of the Montreal pilots in refusing to pilot ocean steamers between Quebec and Montreal is especially noteworthy. These men, for purposes of their own, desired to become an incorporated body, with certain privileges, and a bill with this object in view was brought before Parliament at this session. It passed the Commons, but was thrown out by the Senate; and the moment the Senate had thrown it out the men struck, thinking that rather than allow the trade of the port of Montreal to be brought to a stand the Harbor Commissioners would give in to the demands of the pilots. But the Commissioners were not thus to be bullied. One experienced pilot, Boyer, stood faithful to the Allan Line and piloted the "Parisian" to Quebec on Saturday. Other steamships were sent down and still others brought up by retired pilots or in charge of navigators independent of the strikers; some vessels have been taken in tow by powerful tugs to the Ancient City. And so it has been shown that the shipping interests of Montreal are not to be controlled by a childish set of men who, like the stevedores of Quebec a few years ago, would wreck the trade of a port and thereby injure their own calling out of spite, because refused their own way. There is a legal punishment for such men as these. Senator Drummond presented to the Senate the protests against the pilots' bill from the Montreal Board of Trade, Harbor Commissioners, Corn Exchange, and shipping interests. And Mr. John Torrance urged before the same body arguments that throw light upon the whole question. Thus:

The shipping interest considered the bill vicious in principle, detrimental to the efficiency of the pilots, as it would take away all spur or inducement to efficiency. There are very great objections to the system of pilotage in force below Quebec, which Mr. Langelier had quoted as a precedent. The large steamship companies feel unable to trust their ships to a large proportion of the pilots having branches below Quebec, and in order to obtain the privilege of selecting pilots, they pay, in addition to the legal fee of \$150 for the return trip, an extra \$24, so as to get the men they have confidence in. These selected pilots make about \$2,000 a year, but all their earnings go into a common bag, and they only get about \$600; earnings are equally divided, and the lazy man gets as much as the enterprising man. Last fall the Dominion line brought to Montreal a new steamer, the "Canada," worth over a million dollars. If they had been compelled to take any pilot, instead of a skilled and experienced man, the captain would have refused to come up at all. Suppose a man without experience had run that vessel aground in the narrow channel, 300 to 450 feet wide, business would have been blocked perhaps for a month. The selected pilots at Montreal now get \$1,500 to \$1,700; they would not be willing to share equally with the tour de role pilots, who only get from \$400 to \$700, without some ulterior object in view. He believed it was their intention to enact extra money in addition to the regular fee, as they did below Quebec. Paying already \$300 in regular fees, and with extra money above Quebec as well as below, the shipping interest would be too heavily burdened.

Mr. Allan stated the incorporation of the pilots below Quebec had been most detrimental to trade; a former Minister of Marine and Fisheries wished to revoke their charter, but he found the political influence of the corporation too strong for him.

WOOL EXPORTS.

The Canadian wool markets have been excited and full of interest during the week. The sugar schedule of the United States tariff having been arranged, Congress has made rapid headway toward a final settlement of the tariff question. The new American fiscal year begins on July 1st, and it is regarded as certain that a desperate effort will be made to have the duties under the Dingley bill go into effect on that date. At the close of last week American importers advised their Canadian correspondents to make no delay in shipping wool across the border line. A number of buyers from the Eastern States have visited Toronto and Hamilton this week, and as a result every effort has been made to draw the domestic wool from different parts of the province and ship it to the United States. Everything in the shape of combing wool is going forward.