

A MONTREAL LETTER.

In view of the great doings and the unusual features which we are told are to characterize your Toronto Exhibition this month, King's presents, and Princess Louise presents, and Lord Dufferin's presents on view, and the Coldstream Guards' band forbye—it may seem a small thing that we are to have an Exhibition in Montreal next year. But such, I believe, is the case, and it will mean a good deal to this city. The Board of Trade, the French Chambre de Commerce, and the City Council, together with the Council of Arts, the Business Men's League, and many other bodies of an industrial and agricultural kind in near-by places have come together to carry out the purposes of the Montreal Industrial Exhibition Association, which has received incorporation from the Legislature of Quebec, and it has already a Government grant of \$12,000. It is to have a hundred members, so as to spread not only the responsibility but the interest of the enterprise. I only hope that we may not discover that "in numbers there is weakness." Anyhow the bulk of the work of getting up such a thing will be sure to fall upon the willing few. The provisional directors under the charter are named as under: Hon. F. L. Beique, Hon. L. J. Forget, Hon. J. D. Rolland, Hon. H. B. Rainville, Mayor Cochrane, G. E. Drummond, R. Wilson-Smith, Henry Miles, Ald. Laporte, T. Gauthier, and J. X. Perrault.

Montreal shows great commercial activity. The harbor is busy, and the congestion on the wharves which has caused so much delay and trouble to our merchants ever since the navigable season opened is slowly being bettered. In spite of all that you may hear, in Parliament or out of it, about Montreal Harbor, the traffic continues to increase. There is much building proceeding all over the city. Figures published this week state that since 1st January, and up to the end of July, the value of buildings erected has been \$3,652,000 as compared with \$2,125,000 and \$2,105,000 in seventh months of each of two preceding years. The railways appear to be over-run with work, and are widening their borders both in town and in the outskirts. I was told last night that the Grand Trunk so urgently wants a portion of the site of the Merchants' Cotton Company, at St. Henri, that they are paying \$30,000 for a piece of land on which one of the company's building stands—which, of course, will have to come down.

A meeting of hardware wholesale dealers, delegates being present from all over the Dominion, was held here to-day, the principal purpose of the meeting being the shortening of selling terms, as proposed by the rolling mill men, nail manufacturers, etc., which we referred to several weeks ago. It will be remembered that the manufacturers proposed curtailing terms to 60 days, or 2 per cent. off for cash. The jobbers in their discussions to-day favored fixing the limit of their terms at 90 days, instead of 4 months as heretofore, or 2 per cent. off 30 days, and it is expected that the manufacturers will make their terms to coincide.

A change is made in the directorate of the Canadian Pacific Railway in the shape of an addition to its numbers. The new members are: Hon. George A. Drummond, Hon. Robert Mackay, Mr. R. G. Reid, and Mr. David McNicoll, who is now vice-president and general manager of the company, and Mr. Clarence W. Mackay, of New York, son of the late John W. Mackay, of cable fame. This leads me to notice also that the seat on the board of the Bank of Montreal, vacant by the death of Mr. Andrew Gault, has been filled by the appointment as a director of Senator Robert Mackay, president of our Harbor Board, who resigns his seat as director of the Merchants Bank of Canada to join the board of the larger bank.

I do not know whether you receive the Montreal Gazette, but that journal for Monday last contains in an editorial article some striking figures about this port quoted in part from the Northwestern Miller. These comparisons show that the quantity of grain shipped from this port last year was almost 20,000,000 bushels—a large part of it United States grown—while New York's grain shipments were 36,766,000 bushels, and those of New Orleans, the third largest grain shipping port on the Atlantic Coast, 18,511,000 bushels. I will cut out the article and send it to you, for it deals with our shipments of cattle as well as grain, and shows that

we do more shipping export business here in seven months than Philadelphia, Boston or Galveston do in twelve.

You have no column for amusements (why have you not?) as some financial and insurance papers have. Therefore, I suppose I must not describe the Valois regatta or the Westmount games, or the Forest and Stream amusements. But the gatherings of various groups of mercantile or financial folk for purposes of competitive recreation are getting to be so numerous, in Ontario as well as in this and other provinces, that I predict you will have before long to print a column entitled "Sport." A friend, who heard the letter read and took down some sentences from it, was telling me on Sunday night about a remarkable pronouncement by that able divine, Mgr. Bruchesi, which was given out from the Roman Catholic pulpits of the east end yesterday. His subject was Sabbath desecration; and his condemnation of it was severe. He called the goings-on at the Sunday gatherings in the French quarter "profane amusements, which are an intolerable scandal." These "pagan amusements, organized by greedy speculators, lead people to desert mass and break the family tie." Swimming matches and horse-races by day; dances at night; and the abuse of alcoholic liquors by men and women, young and old, "all without an efficacious moral safeguard," the Archbishop declared to be an affront to the Almighty; and he called upon the municipal authorities to pass by-laws to prevent such desecration of God's Day. The worthy prelate's words were needed, for some of the places he condemns witness far more demoralizing exhibitions than the comparatively harmless hand-concerts at the Sohmer Park.

Mount Royal.

Montreal, 12th August, 1903.

OUR HALIFAX LETTER.

The official circular, issued last month by the Demerara Chamber of Commerce, indicates that things are coming our way, so far as the sugar trade is concerned. Three years ago only a few hundred bags of Demerara sugar came to Canada, nearly all the output being marketed in New York. The circular alluded to says that no freights are now offering for New York, nearly all the sugar being shipped to Canada. Up to July 16th, there had been shipped to St. Lawrence and Maritime Province ports over 17,000 tons of sugar from that colony, and it is probable that the total shipments to the Dominion for the year will be over 50,000 tons. The following is a comparative statement of new molasses exports from Barbados to July 16th, 1902, and 1903, respectively:

	1902. No. Puns.,	1903. No. Puns.,
United Kingdom	393	193
United States	1,443	629
Newfoundland	14,843	12,936
Montreal	11,881	656
Quebec	4,388	1,822
Maritime Provinces	8,531	8,020
Total	41,479	24,256

In 1902 there were 3,900 puncheons shipped from Barbados, after July 16th, and the most reliable information places the quantity remaining for shipment this year at 3,500 puncheons, nearly all of which will go to the Maritime Provinces. It is only necessary to compare the quantities sent to the St. Lawrence in 1902 and 1903 to see that there will be the greatest scarcity of molasses this year that Canada has ever experienced, especially as the season of 1902 was commenced with larger stocks in the importers' hands than in 1903.

The town of Amherst is having trouble over its sewers. Mr. Clarke, who had the contract for putting in the system, and who, it is alleged, raised the levels, has been ordered by the Town Council to discontinue work, and his contract has been cancelled. The town is advertising for 500 laborers and ten foremen, and proposes to complete the work by day labor. The contractor in the meantime has brought suit for heavy damages, and the end is not yet.

Mr. E. L. Thorne, general manager of the Union Bank