

The names appearing in the list of officers of the Montreal Corn Exchange Association, for 1907, are among the best known in the trade and assure the Association of a progressive year.

#### Montreal Corn Exchange.

The president, Mr. Joseph Quintal, has the advantage of a thorough knowledge of both languages and is happily one of a growing group of men whose sympathies extend to both races, and who are regarded by both as of themselves. He also has the advantage of a board of management, which included several past presidents of much ability.

This year, all the officers were elected by acclamation. The inauguration of the new officers took place at the annual meeting, held this afternoon. Following is the full list: President, Joseph Quintal; treasurer, Norman Wight; committee of management, Chas. R. Taylor, T. R. McCarthy, H. D. Metcalfe, R. W. Oliver, James S. Norris, A. E. Labelle, D. Mahaffy; board of review, Edgar Judge (chairman), Chas. McLean, J. B. McLea, A. G. Thomson, H. W. Raphael, Jas. Carruthers.

At the Mount Royal Club last week, the retiring president of the Board of Trade, Mr. F. H. Mathewson, was given a dinner by the members of the Council which served with him during the past year, in recognition of his many hospitalities to them during that period. Mr. Caverhill occupied the chair and Mr. T. J. Drummond was vice-chairman. The entire Council was present, as were also the secretary and the assistant secretary.

#### MONTREAL BOARD OF TRADE.

The annual meeting of the Montreal Board of Trade was held on Tuesday, being largely attended. The address of the retiring president, Mr. F. H. Mathewson was a most comprehensive review of the trade situation of Canada, and particularly of Montreal.

He commented upon the enormous trade of Canada during the past fiscal year, remarking that the result showed the wisdom of the expenditure made upon the St. Lawrence route during past years. Montreal handled 32 per cent of the exports and 28 per cent of the imports, while 28 per cent of the total duty collected came from this port. The Council of the Board of Trade, recognizing the unsatisfactory condition of harbor affairs, had urged upon the Government the desirability of reorganizing the Harbor Board under three commissioners, and this had been done. This marked the transition of the port into a national port, the appointments having all been made by the Government.

The statement had been made that some 973 miles of new road has been constructed during the year, but there were now actually some 8,000 miles in course of construction, or in contemplation, in Canada. This occasioned an enormous demand for labor, and he thought that the Government should temporarily remove, under certain restrictions, the head tax on Chinese in order to relieve the situation. A large proportion of the material required for construction of the roads was now being manufactured in Canada.

He complimented the steamship lines on the excellent passenger and mail service maintained.

Speaking of the export of pulpwood he advocated an export duty, or the insertion of a manufacturing clause, in all leases, so as to compel the establishing of industries in Canada. He also thought that the intermediate tariff recently adopted might, in time, prove disastrous to manufacturers in Canada.

#### Concerning Civic Administration.

The Mayor and some of the Aldermen were doing their best to bring about a better administration of civic affairs in Montreal, but there were other elements in the Council which, though quite incapable of intelligently grappling with great problems, were still strong enough to obstruct. Some of the nuisances enumerated were overhead wires, smoky atmosphere and poor streets and sidewalks. Water and gas questions were now being considered and there was shortly to come up the question of railway terminals and the elevation of tracks. He claimed that the City Council was too unwieldy, and advocated the reduction of the number of Aldermen by one-half, and the placing of the administration in the hands of a Board of Control. He called upon the business men and property-holders to elect a Council which would pull the city out of the condition into which it had been allowed to drift. In conclusion he complimented Secretary Mr. Geo. Hadrell and his staff on the manner in which their duties had been performed.

Mr. George Caverhill, first vice-president, and president-elect, seconded the adoption of the report, the meeting adopting it unanimously.

A discussion also took place at the meeting regarding the report of the special committee on fire protection and insurance rates. Mr. F. W. Heath expressed the opinion that fire insurance companies were not charging too much. If the rates were trebled the citizens would begin to wake up and demand proper fire protection.

Mr. James Crathern was tendered the hearty thanks of the Board for the efficient manner in which he had discharged his duties while acting as the representative of the Board of Trade on the Harbor Board. Mr. Crathern made a fitting response.

Mr. C. B. Esdaile also received the thanks of the meeting for the capable manner in which he had discharged the duties of treasurer.

An important motion from Mr. W. I. Gear was to the effect that the incoming Council should wait upon the Government and the G. T. P. Co., to press upon them the importance of building, simultaneously with the other lines, a branch to connect Montreal with the Transcontinental through line, so that Montreal might be in a position to receive benefits equal to those of other large Canadian cities from the new railway system.

At the adjourned annual meeting of the board held on Wednesday, it was learned that Mr. T. J. Drummond had been elected to the office of vice-president, he having received a greater number of votes than his opponent, Mr. Peter Lyall. The following is the executive and council for the ensuing year: President, Mr. George Caverhill; First Vice-President, Mr. Thomas J. Drummond; Second Vice-President, Mr. Farquhar Robertson; Treasurer, Mr. C. B. Esdaile; members of council, Messrs. A. A. Ayer, J. R. Binning, George L. Cairns, W. W. Craig, J. S. N. Dougall, Geo. A. Kohl, J. P. Mullarkey, J. L. McCulloch, Edgar McDougall, Alex. McLaurin, Alex. Orsali, I. A. Richardson; members of the board of arbitration: Messrs. James Carruthers, Sir George Drummond, Geo. E. Drummond, William I. Gear, E. B. Greenshields, Arthur J. Hodgson, F. H. Mathewson, R. W. Macdougall, Alex. McFee, John McKergow, Alex. Ramsay and James Thom.

#### MONEY AND MUNICIPALITIES.

A new high school is to be erected at Strathcona, Alta., at a cost of \$30,000.

Wapella, Sask., has carried the by-law to complete the hall at a cost of \$4,000.

The sewerage system, Woodstock, Ont., will be extended at a cost of about \$20,000.

The waterworks system, Southampton, Ont., will be extended at a cost of about \$5,000.

No award has been made of the \$5,000 4 per cent. Dutton, Ont., permanent improvement debentures.

Toronto will issue debentures by the council, township of York, for \$25,500 for enlarging school buildings.

The ratepayers of Collingwood, Ont., will vote on a by-law to raise \$18,000 for the erection of a fire hall.

No sale has yet been made of the five issues of 4 per cent. 30-year Manitoba debentures, aggregating \$274,000.

A by-law providing for the issuance of \$20,000 4½ per cent. filtration debentures has been defeated at Lindsay, Ont.

The Ponoka, Alta., \$8,200 5 per cent. coupon fire protection and town hall debentures have been awarded to W. S. Evans, of Winnipeg, at par.

Fort William has approved a by-law to guarantee the bonds of a local company for \$82,000 to construct an electric railway from Slate River, six miles away.

The \$69,913.20 waterworks improvement debentures offered by Lethbridge, Alta., in August, 1906, have been withdrawn from the market for the time being.

Halton county, Ont., recently awarded \$4,000 debentures to F. H. Deacon & Co., of Toronto. This sale, however, was never consummated, owing to an error in the by-law.

Brandon city council will seek legislation to issue the following debentures: \$35,000 for steel bridge; \$45,000 for fire hall and appliances; \$15,000 for cemetery; \$45,000 for waterworks system.

Vancouver has passed several money by-laws, and \$130,000 will be raised with which to erect new schools, in addition to the fifteen permanent and nine temporary school structures now built; \$34,500 for fire protection apparatus; \$25,000 for improvements to the English Bay seaside resort, and \$10,000 for the purchase of a park in one of the outlying portions of the city.

The following are the bids received for the \$275,000 4 per cent. Montreal Protestant S. D. school building bonds awarded to R. W. Smith, of Montreal, at 90.50 and accrued interest: R. W. Smith, Montreal, 90.50; Wood, Gundy & Co., Toronto, 96.74; F. H. Gay & Co., Montreal, 95.33. Denomination, \$1,000. Date, January, 1907. Interest, semi-annual Maturity, January 1, 1937.

Vancouver has carried the following fire-protection by-laws: \$34,500 for the purchase of additional fire protection apparatus and the erection and equipment of fire halls; to raise \$25,000 for the purchase of school sites; to raise \$20,000 for the purpose of erecting school board offices and store-rooms for school purposes, and to raise \$10,000 for the purchase of land for a public park in Fairview.

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## WINNIPEG

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| 1901-2.                        | Per Cent. |  |
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| 30 years                       | 4         |  |
| 35 "                           | 3½        |  |
| 15 "                           | 3½        |  |
| 30 "                           | 3½        |  |
| 30 "                           | 4         |  |
| 30 "                           | 3½        |  |
| Various Local<br>Improvements. |           |  |

| 1902.   |   |    |
|---------|---|----|
| 7 years | 4 | 7  |
| 10 "    | 4 | 3  |
| 15 "    | 4 | 10 |
| 20 "    | 4 | 18 |
| 30 "    | 4 | 17 |

| 1903-4. | Per Cent. |  |
|---------|-----------|--|
| 20 year | 4         |  |
| 20 "    | 4         |  |
| 30 "    | 4         |  |

| 7 to 30 year | 4 |  |
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| 1904         |   |  |
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#### First Annual of North

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