

FIFTY-FOURTH ANNUAL REPORT

OF THE

COUNCIL

OF THE

MONTREAL BOARD OF TRADE,

BEING

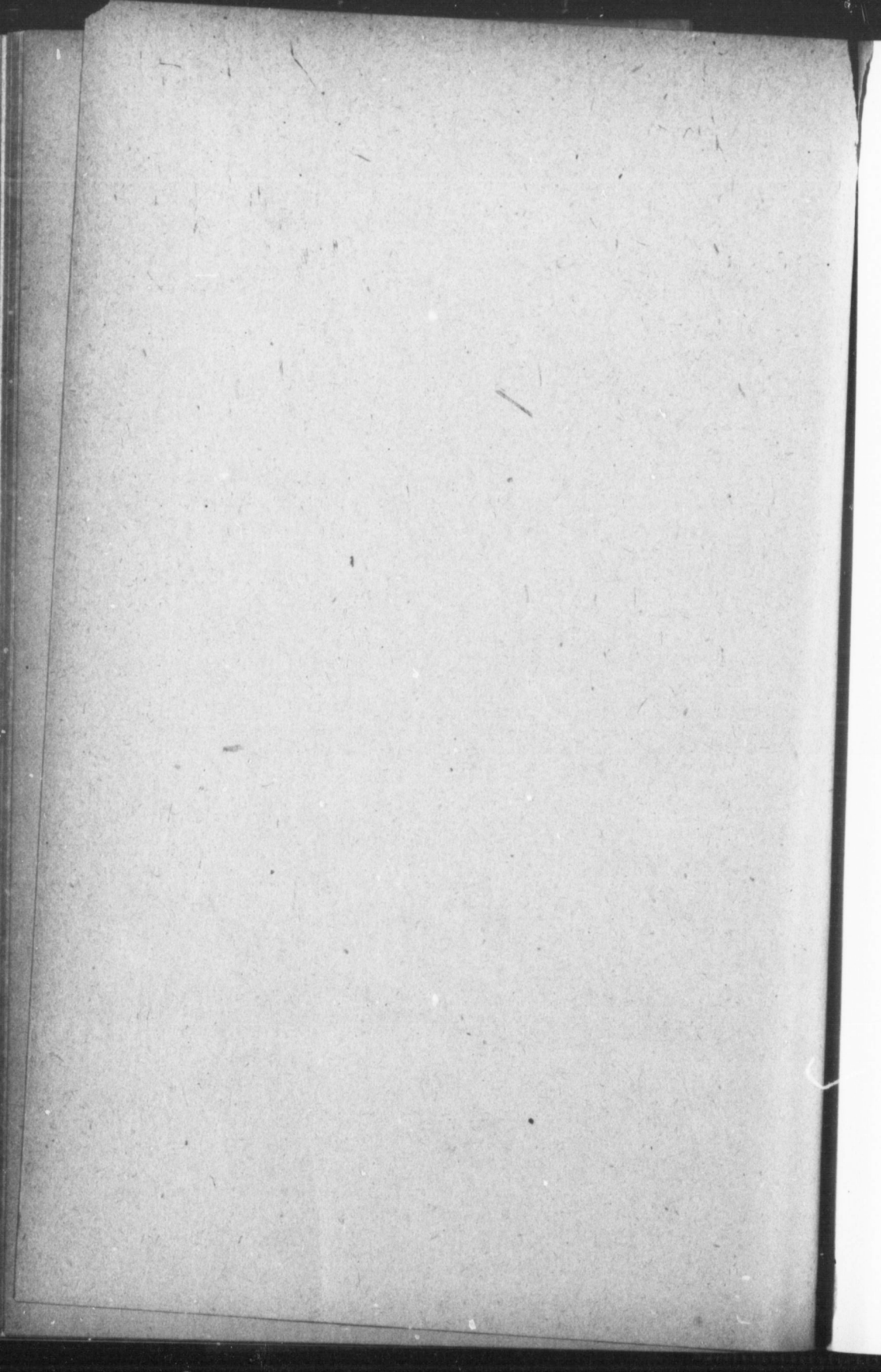
For the Year ended 31st December, 1896.

[Printed for circulation among the Members, in accordance
with By-Law 36.]

Montreal.

THE GAZETTE PRINTING COMPANY.

1897.





COUNCIL MONTREAL BOARD OF TRADE 1896.

Wm. Brown & Son

1896

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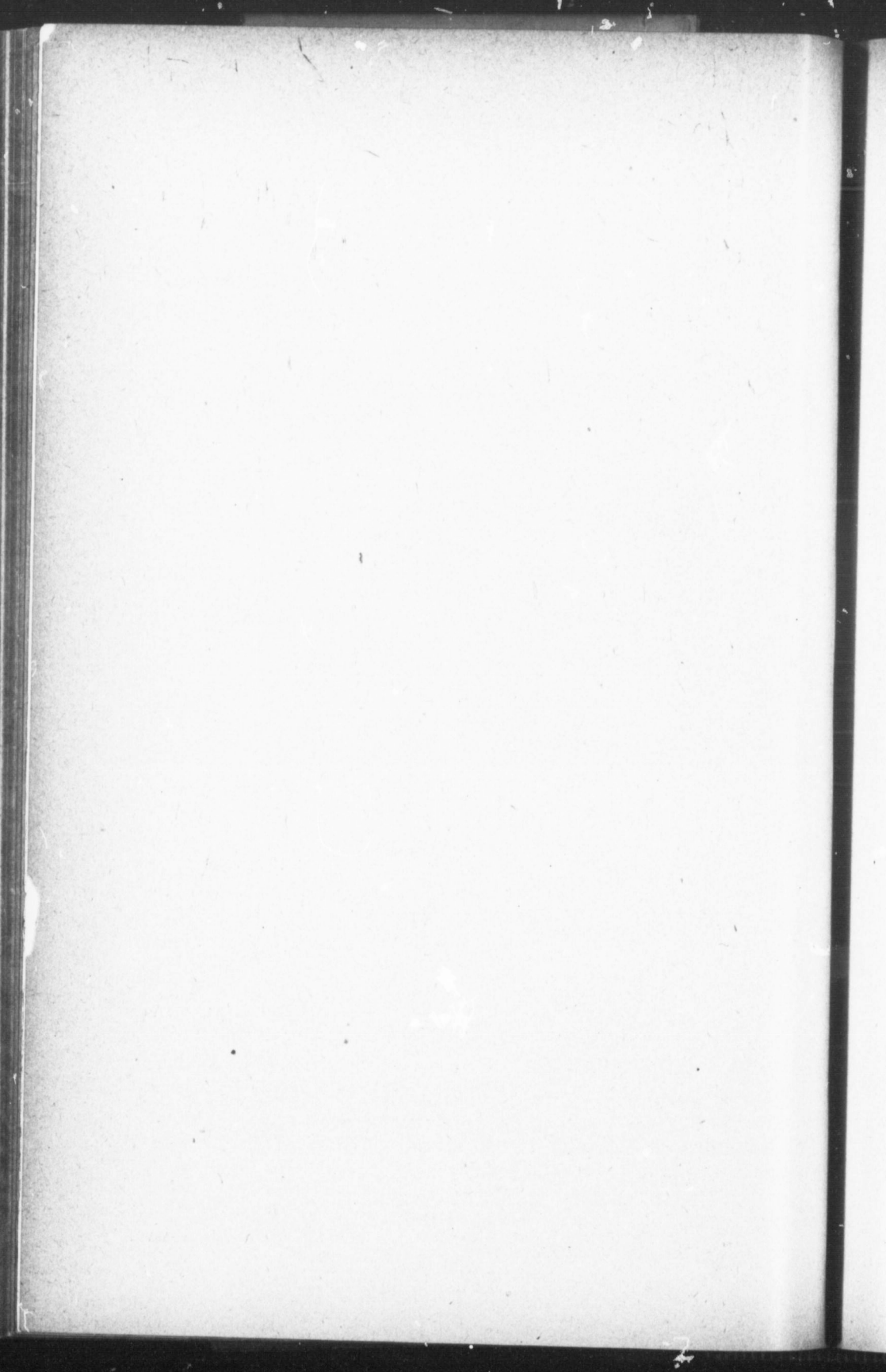
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REPORT.

To the Members of the Montreal Board of Trade :

GENTLEMEN,—

In accordance with the provisions of By-law 36, your Council now submits a general report of its proceedings during its term of office.

Although trade in general during the year 1896 has shown an improvement upon that of 1895, uncertainty regarding our own tariff and that of the United States has intervened to unsettle business on both sides of the border line, and until those tariffs are finally settled, the commercial affairs of both this country and the United States must necessarily be subject to the disturbing influences which invariably attend the possibility of fiscal changes.

STATISTICS OF FAILURES IN CANADA (INCLUDING NEWFOUNDLAND), FOR
1896, WITH TOTALS FOR NINE PREVIOUS YEARS.

	ACCORDING TO BRADSTREETS.			ACCORDING TO R. G. DUN & Co.		
	No. of failures	Realized Assets.	Liabilities.	No. of failures	Nominal Assets.	Liabilities.
Ontario	930	\$ 2,402,923	\$ 5,024,476	1,072	\$ 4,299,451	\$ 5,950,992
Quebec.....	870	2,803,495	8,158,426	718	6,272,100	8,623,467
New Brunswick...	81	277,890	597,311	68	169,653	392,368
Nova Scotia.....	155	375,267	782,520	125	496,343	754,316
Prince Ed. Island...	23	58,528	125,737	19	71,468	112,932
Manitoba	29	160,430	323,599	} 52	571,853	528,593
Northwest Ter.....	19	40,487	104,085			
British Columbia...	72	605,605	1,092,306	64	772,969	807,015
Newfoundland.....	24	26,722	66,116	22	77,707	122,053
Total 1896.....	2,203	\$ 6,751,257	\$ 16,274,576	2,140	\$ 12,734,544	\$ 17,291,736
1895.....	1,923	\$ 6,299,177	\$ 15,793,559	1,940	\$ 12,289,705	\$ 17,120,119
1894.....	1,873	11,947,253	23,985,283	1,862	14,424,365	18,490,029
1893.....	1,781	7,388,692	15,690,404	1,754	11,502,764	16,753,103
1892.....	1,682	4,848,095	11,603,210	1,688	9,420,983	13,766,191
1891.....	1,846	6,014,000	14,884,000	1,889	.....	17,100,649
1890.....	1,626	6,746,000	12,482,000	1,847	.....	18,289,935
1889.....	1,616	6,119,585	13,147,910	1,777	.....	14,713,223
1888.....	1,730	7,178,744	15,498,242	1,677	.....	14,081,169
1887.....	1,315	8,407,000	17,054,080	1,252	.....	10,386,884

N.B.—The figures of assets given by Bradstreets are for the valued realized; those by R. G. Dun & Co. for their nominal value.

The following table shows a considerable improvement in the business of the port during 1896 as compared with 1895. The total tonnage of ocean vessels arriving here during 1896 amounted to 1,216,468 tons, being an increase of 147,082 tons. The total value of merchandise exported amounted to \$49,160,364 against \$40,348,197 for 1895, while the aggregate imports were \$45,900,270 against \$41,996,686 in 1895. It is therefore evident that, although the general trade of the country has fallen below expectations, the trade of the port of Montreal has shown quite an expansion in the volume of business.

The unusual and increasing demand for United States produce, not alone from Europe, but also from South Africa and Asia, was perhaps the most noteworthy feature of the closing months of last season's export business, and Canada benefited to some extent in consequence thereof. The carriers, both inland and ocean, also received their share of the benefit, and prices of both goods and freights were

understood to be very remunerative. On the other hand, the volume of west-bound traffic, via the St. Lawrence, was unusually small and transportation rates were low.

YEARS.	Sea-going Vessels arrived in Port.	Total Tonnage.	Value of Merchandise Exported.	Value of Merchandise Imported.	Customs Duties Collected.
1896.....	709	1,216,468	\$49,160,364	\$45,900,270	\$6,566,886
1895.....	640	1,069,386	40,348,197	41,996,686	6,466,103
1894.....	734	1,096,909	40,401,392	42,514,582	6,087,625
1893.....	804	1,151,777	47,700,433	53,796,227	7,038,403
1892.....	735	1,036,707	45,638,275	47,670,361	6,812,083
1891.....	725	938,657	39,344,783	48,418,569	7,297,228
1890.....	746	930,332	32,027,176	45,159,124	9,201,426
1889.....	695	823,165	32,638,270	47,415,620	9,321,981
1888.....	655	782,473	24,049,638	39,856,283	8,778,341
1887.....	767	870,773	29,391,858	33,391,715	8,745,526
1886.....	703	859,699	27,925,916	42,086,266	8,362,618
1885.....	629	683,854	25,209,813	37,042,660	6,682,529
1884.....	626	649,374	27,458,775	41,859,299	6,787,721
1883.....	660	664,263	27,122,891	44,073,915	7,730,637
1882.....	648	554,692	26,503,001	50,527,497	8,395,653
1881.....	569	931,929	25,997,155	41,774,660	7,672,268
1880.....	710	628,271	32,245,941	42,312,648	6,349,789

THE HARBOUR.

The annual report of the Board's Representative on the Harbour Commission is as follows :

MONTREAL, 13th January, 1897.

To the President and Council of the Montreal

Board of Trade, Montreal.

GENTLEMEN,—

As your Representative on the Board of Harbour Commissioners I beg to submit the following annual report :—

The large new pier at Hochelaga which was nearly completed in 1895, was finished and macadamized in 1896, and the basins on each side of it were dredged out to ship channel depth. Many of the shoal places which interfered with the passage of deep draft vessels between the ship channel and the wharves above the new pier were also dredged out to ship channel depth.

The Windmill Point Basin has been extended up stream to its intended limit and the wharf continued round the head and a distance of 800 feet down the south-east side. The wharf and the embankment on the southeast side are being made

about four feet higher than the ordinary height of the wharves and of the liberal width of 300 feet, so as to give a large and somewhat elevated area especially adapted to the requirements of the rapidly growing coal trade. The bulk of the construction of the new wharf and the extension of the basin are already done and will be completed early in the summer.

The Guard Pier, which was built to within 1,000 feet of the Victoria Bridge in 1895, was last year lengthened 500 feet, reducing the opening between it and the bridge to 500 feet. The outer side of the Pier was also coated with rock dredgings, where not previously done.

The further improvement of the channel, carried forward by the Government, has reduced the water in the harbour below that available for deep draft vessels, and the Trust will continue this work until the same depth is secured throughout the harbour that may be available in the channel between Montreal and Quebec, a little over a foot having already been added to the depth of the harbour.

To meet the recommendation made by the Commission appointed in 1895 by the Department of Public Works, in which it was recommended that two piers should be constructed in the west end of the harbour instead of the four piers laid down in plan No. 6, the Commissioners submitted a plan for the construction of the two piers proposed, for the approval of the Department, upon which no decision has, thus far, been given; that work, therefore, has remained in abeyance up to the present time.

Since the large expenditure, involved in the adoption of plan No. 6, was under consideration the conditions of the trade of the St. Lawrence have changed somewhat, to the disadvantage of the St. Lawrence route, by the increased size of the later built vessels trading between Buffalo and the western lakes, that increase bringing the average of the capacity of the vessels up to about 100,000 bushels.

Some Canadian vessels have been built with a capacity of about 90,000 bushels, but when loaded to the limit of water line in the Welland Canal, about 60,000 bushels constitutes their present available capacity. Should the Government secure 17 feet of water in the Welland Canal those vessels, of the class named, would be able successfully to compete for lake trade.

The canals and harbours of the United States are entirely free from any dues upon vessels or cargo, while canal tolls and Montreal wharfage charges have become a serious detriment to the export and import trade via the St. Lawrence, since the rates of transportation, under the keen competition of the various routes available, have become so close.

I would respectfully submit to your Board that under the existing circumstances it would be more to the advantage of the trade of the St. Lawrence that, so far as the port of Montreal is concerned, the Government should assume the present obligations of the Harbour Trust, thereby making Montreal practically a free port, inasmuch as a reasonable charge for the allotments of wharf space would be sufficient to cover the current expense of harbour management and maintenance, and the gradual enlargement of wharf space as rendered necessary by increase of trade.

I remain, Sirs,

Respectfully yours,

HUGH McLENNAN,

Harbour Commissioner for the Board of Trade.

PORT WARDEN OFFICE.

Office of Port Warden of the Harbour of Montreal.—Port Warden, Captain Archibald Reid; Deputy Port Wardens, Captain J. A. Vibert and Captain Alexander T. Crighton. Board of Examiners, 1896 :—John Torrance, Chairman, R. Bickerdike, Wm. Cunningham, resigned November 4th, succeeded by Charles McLean, R. M. Esdaile, Robert Reford.

The Council of 1895 having left to your Council for consideration the suggested reduction of the Port Warden fees on small sailing vessels and on steamers carrying mining supplies, also a letter from the Government with regard to the fees charged by that office for night service, consideration was given to these matters through a special committee, whose recommendations were approved, as follows:—"The addition to the last clause of By-law 19, Port Warden Office, of the following words; 'But whenever such vessels clear with less than 150 tons of cargo such inclusive charge on vessel and cargo shall be one dollar for each trip; also that the custom hitherto prevailing, with the Council's sanction, of the collection by the Port Warden and his Deputies of a personal fee for clearing vessels out of office hours shall be discontinued, and that such service shall be performed at any hour without any extra charge whatever, and that to recompense the Wardens for such extra service, their salaries are hereby increased from 1st January, 1896, in lieu of the fees they have hitherto received therefor.'" The Government approved this action, and in consequence thereof itself abolished the night fees for clearing vessels which had hitherto been payable to the inspectors of cattle fittings.

In April the Council permitted Capt. Crighton, Deputy Port Warden, to accept the surveyorship in this district to the British Corporation and the Bureau Veritas, societies for the classification and registration of vessels.

Mr. Wm. Cunningham having tendered his resignation as a member of the Port Warden Board of Examiners, in consequence of his appointment to the Shipping Mastership of this port, the Council filled the vacancy thus created by the appointment of Mr. Chas. McLean to that office. The Marine Underwriters Association, which had written that it would be equitable to replace Mr. Cunningham by a marine underwriter, upon being made aware that the Council did not adopt its suggestion, wrote asking reconsideration of the appointment made, on the ground that it was incongruous that in a committee of five appointed to control the Port Warden office, three should be shipping agents. The justice of

the Association's contentions was recognized by a majority of the Council, but they were disinclined to cancel an appointment so recently made, and therefore wrote the Marine Underwriters' Association that the Council of 1897 would doubtless in appointing the new Board of Examiners give their representations favourable consideration.

The suggestion has recently been made on behalf of importers that the regulations governing Port Warden surveys should be changed so that instead of the Port Warden, with such expert assistance as he may see fit to employ, arriving at a decision, the two parties to the survey shall each have a representative and, in the event of their not agreeing, those two should appoint a third. Enquiry into the matter showed however that such amendment would not be in accordance with the Act. The Council, therefore, desiring if possible to remove the present feeling of importers as to the existence of a grievance, has instructed the Port Warden to consult importers with regard to his appointment of experts.

The Council has been addressed by some ship owners of this port stating that they are put to needless expense by reason of the Port Warden regulations requiring the construction of a wooden ceiling on top of the water ballast tanks, and recommending that they be amended so that where in vessels of modern construction such ceilings were unnecessary the Port Warden could authorize their omission. The matter was referred to the Port Warden Board of Examiners which has reported in favour of such amendment of the regulations, but at request of the Marine Underwriters' Association, the Council has deferred a decision in the matter.

The Council has quite recently decided to reduce the fees on all those unenumerated articles hitherto charged three cents per ton to two cents per ton, among which are cheese, butter, box meats, lard, eggs and pulp.

The Port Warden's Annual Report is as follows :—

} OFFICE OF THE PORT WARDEN,
MONTREAL, 31st December, 1896.

To the Chairman and Members of the Board of Examiners for the Office of Port Warden :

GENTLEMEN,—

I have the honor to submit to you the annual report of the business of this office, with the statement of receipts and expenditure for the past year.

Navigation opened by the arrival from sea of the steamships "Vancouver" and "Fremona" at 4 p.m., Tuesday, 28th April, and closed with the departure for sea of the steamship "Baltimore City" at 7 a.m., 23rd November.

The first sailing vessel to arrive was the brigantine "Rapid," from Barbadoes, on the 31st May, with a cargo of molasses.

The first vessel to enter the Gulf of St. Lawrence this season by the Straits of Belle Isle was the Donaldson Line steamship "Alcides" on the 22nd June.

Four hundred and twenty-one oversea or foreign going vessels of all kinds were entered at this office, with a tonnage of 901,675 tons, being an increase of 63 vessels and 126,920 tons over the business of last year.

The business to the lower ports this season consisted of 127 vessels of all classes, with a tonnage of 109,595 tons, being an increase of 13 vessels and 15,438 tons over last year.

We have no serious disaster to record, the St. Lawrence route has enjoyed an enviable immunity from loss this season.

The season just passed has been a fairly good and profitable one for shipping; there has been a notable increase in tonnage and the quantity of grain shipped, there being an increase in the shipment of grain of all kinds over last season of 12,181,864 bushels. The increase in shipments of lumber has also been very marked.

The water in the ship channel did not run so low the past season as it did in 1895, and the business of the port was materially assisted by the addition of thirteen inches on the 20th October to the gauge for the channel between this port and Sorel, although even with this increase a number of steamships were compelled to complete loading and take on cattle at Quebec. There is great necessity for the continued deepening of the ship channel to thirty feet or more, as there has been a great increase in the size of steamships of late, and the tendency is to still greatly enlarge the dimensions of vessels.

The necessity for a dry dock at this port becomes more apparent each year. The time has now arrived when prompt and energetic action should be taken to that end, as the vessels coming to Montreal are increasing in dimensions to such extent, that the only dry dock we have to depend upon, namely, that at Levis, Quebec, is already too small. Should any disaster occur to these large vessels, necessitating their being put into dry dock, they could not get dry dock accommodation nearer than St. Johns, Nfld., or Halifax, N. S. I am of opinion that a six hundred foot dry dock could be constructed and maintained much more cheaply here than at Quebec.

I would respectfully impress upon the Board not to lose sight of the urgent necessity for telegraphic communication with Belle Isle Straits, and not to allow the immunity from mishap during the past season to lull it into false security; the prospect of increased passenger service will make such communication the more necessary.

The shipments of various kinds from this port for the past season were as per attached statement.

All of which is respectfully submitted.

I am, gentlemen,

Your obedient servant,

ARCHIBALD REID,

Port Warden.

COMPARATIVE STATEMENT OF SHIPMENTS YEARS 1896 and 1895.

DESCRIPTION.	1896	1895	1896		
			INCREASE.	DECREASE.	
Wheat	Bushels	7,425,742	3,827,201	3,598,541	
Peas	"	1,897,136	860,386	1,036,750	
Barley and Rye	"	630,488	17,062	613,626	
Oats	"	2,653,176	10,200	2,642,976	
Corn	"	6,752,277	2,462,306	4,289,971	
Flour and Meal	Barrels	952,184	1,341,752		
Ashes	"	1,753	1,783		389,568
Apples	"	707,201	189,639		30
Sundries	Tons	165,283	129,331	567,562	
Hay	"	761	12,079	35,952	
Hops	"	32	29		11,309
Oilcake	"	4,452	549	3,903	
Phosphates	"	21	528		507
Minerals	"	2,867	1,171	1,696	
Lumber, Ft. B. M		221,334,580	175,372,976	45,961,604	
Cattle and Horses		173,929	107,248		319
Sheep		1,842	206,501		129,659
Cheese	Boxes	1,734,398			
Butter	P'k'gs	154,011			
Eggs	"	139,649			
Box Meat	"	219,671			
Lard	"	297,832			
Dead Meat	Q't'rs	15,837			

Comparative figures cannot be given for these articles as they have hitherto been included in "Sundries."

STATEMENT OF ARRIVALS.					CLEARANCES TO LOWER PORTS.				
	1896.		1895.			1896.		1895.	
	No.	Tons.	No.	Tons.		No.	Tons.	No.	Tons.
Steamers	400	888,856	345	765,597	Steamers	115	108,514	97	92,632
Ships	5	7,349	1	1,545	Ships				
Barques	4	2,127	8	6,529	Barques				
Brigs and Schooners	12	3,343	4	1,084	Brigs and Schooners	12	1,081	17	1,495
Totals	421	901,675	358	774,775	Totals	127	109,595	114	94,157

Increase of 63 Vessels and 126,920 Tons.

Increase of 13 Vessels and 15,438 Tons.

SHIP CHANNEL BETWEEN MONTREAL AND QUEBEC.

At the request of the Marine Underwriters' Association, the Council early in the year addressed the Government expressing apprehension that, owing to the low state of the water in the river, the movement of ice would cause a heavy deposit of sand, boulders, etc., in the ship channel, and therefore asking that the channel should be surveyed and dredged at the earliest possible date, so as to remove any obstructions to navigation from those causes. The Council at the same time renewed the

request made in September, 1894, that a thorough examination of the channel be made by experts at least three times during each season of navigation. The Department of Public Works replied that these matters would be duly attended to.

The Minister of Public Works having given as a reason for not naming Montreal as the summer terminal port for the fast Atlantic service, the insufficiency of water in the ship channel, and the circumstance that the United States Government had recently voted further appropriations towards deepening certain of its harbours on the Atlantic coast, led the Council, on the 20th May, to adopt the following resolution for communication to the Premier and the Minister of Public Works :

"That the size of the ship channel between Quebec and Montreal is proving inadequate for the larger ocean steamships trading to this port, and that during the season of low water last year steamers of the regular lines plying to this port, although of less draught than is contemplated for the steamers of the fast Atlantic service, were unable to pass through that channel when fully laden.

"That the indications are that the transatlantic trade will be performed by a still larger class of vessels than now engaged therein, and that if Canada is not to lose the proportion of that trade she now secures in competition with the United States ports, the ship channel between Quebec and Montreal must be enlarged to accommodate such vessels.

"That the United States Government has for many years been fully alive to the importance of providing for the increasing size of the ocean steamships engaged in the transatlantic trade, Congress having from time to time voted large sums for the deepening and improvement of the harbours of the chief United States Atlantic seaports, and it has recently made additional appropriations for the deepening of Boston, Portland and other harbours to a minimum of thirty feet at low water, with channels one thousand feet wide.

"That the Council of The Montreal Board of Trade would therefore earnestly impress upon the Dominion Government the great importance to the transportation interests of this country, of at once commencing additional work upon the ship channel between Quebec and Montreal, whereby a depth of thirty feet at lowest summer level and a width of five hundred feet at the narrowest point will speedily be obtained, and be available for navigation by night as well as by day."

The Minister replied that he was fully impressed with the necessity of making a thorough study of the question, so as to be in a position soon to meet the new requirements which the building of a larger class of vessels would create, and that he would presently lay the Council's views before the Government.

In view of the change of Government, your President, in company with Alderman E. G. Penny, M.P., took occasion during an interview with the Premier (Honourable Wilfrid Laurier), to submit the foregoing resolution to him and to represent the great importance of having the canals

deepened to at least fourteen feet, and the river channel to thirty feet, as being vital to the commercial interests of Montreal and the whole of Canada. The Premier said he fully recognized the great interests at stake, and promised that the matter would early receive the attention of the Government. The only objection which the Premier saw to the project was the heavy outlay which it would involve, but he said that the Government would take steps to be informed as to the cost.

The Council, upon re-assembling after the summer recess, endorsed the President's action and formally communicated the resolution to the Premier and to the Minister of Public Works, with the intimation that it prayed that the works necessary for the fulfilment of its recommendations be forthwith determined upon by the Government. The Council also expressed its extreme anxiety that the work of deepening the St. Lawrence canals to a uniform depth of at least fourteen feet should be vigorously prosecuted, so that the lake vessels might be enabled to come to Montreal and thus avoid the delay and expense of transferring their cargoes to barges.

DESIRED DEEPENING OF THE ST. LAWRENCE CANALS.

As detailed in the foregoing paragraph, representations in favour of vigorously prosecuting the work of deepening the St. Lawrence canals to a uniform depth of at least fourteen feet were made to the Premier (Honourable Wilfrid Laurier) soon after the present Government was established. The Department of Railways and Canals replied that the work was then in progress.

FREE CANALS.

Your President with Mr. Chas. F. Smith, recently obtained an interview with the Honourable A. G. Blair, Minister of Railways and Canals, and submitted a copy of the petition of this Board to the Governor-in-Council of 26th September, 1895, praying the adoption of the settled policy of free canals, whereunder all canal tolls on vessels and cargo shall be abolished forever. The Minister said that the general subject of canals was under consideration, and that he was inclined to regard the question of deepening as of more importance than freeing them from tolls, but that it would give him great pleasure to make a reduction if the finances of the country permitted. The interview concluded with an assurance from the Minister that the Board of Trade might rely upon his giving the matter his most earnest consideration.

PROPOSED ERECTION OF A BRIDGE WITHIN THE HARBOUR LIMITS.

Bill "An Act to incorporate the South Shore Suburban Railway Co."—

This bill provided in Sec. 5 for the erection of a railway and general traffic bridge over the St. Lawrence parallel to the Victoria bridge, from a point on the north shore at or near the western end of the guard pier, with connections with the Grand Trunk Railway, the Montreal Street Railway, the Canadian Pacific Railway, and with existing or future lines of railway on the south shore of the river,—clause 2 providing that the location of the bridge may be changed subject to the approval of the Governor in Council. The Council opposed this Bill by adopting the following resolution which was communicated to the Parliamentary Committee on Railways:—

That having considered Bill No. 36, "An Act to incorporate the South Shore Suburban Ry. Co., the Council of The Montreal Board of Trade hereby expresses its opinion that any charter granting the right to construct a bridge or other super structure within the limits of the harbour of Montreal may prove prejudicial to the trade of the port;

That no bridge should be permitted to cross the river here that is not west of all harbour works and more than two hundred feet east of the Victoria bridge, and that the clear height of any such bridge and the width of the span over the main channel should be at least as high and as wide as the height and span of the Victoria bridge, and further;

That the Council objects to clause 2 of section 5 of the said bill inasmuch as it provides for a deviation from the location of the bridge specified in clause 1 of that section, under which deviation the use of the harbour works might be encroached upon by subsequent application to the Governor in Council.

It is gratifying to know that the promoters of this bill consented to the alterations suggested in the Council's resolution, and that the Act as passed provides that the bridge shall be "parallel to the Victoria bridge at no greater distance therefrom than two hundred feet", also "that the portion of the said bridge which crosses the navigable parts of the River St. Lawrence shall be the same height above the low water level as is the present Victoria bridge, and that the span over the main channel shall not be less than three hundred and thirty feet in length."

EARLIER OPENING OF THE WELLAND AND ST. LAWRENCE CANALS DESIRED.

Correspondence was exchanged last spring between the Council and the Department of Railways and Canals, urging the earlier opening of the Welland and St. Lawrence canals so that steamships arriving in port immediately after the opening of navigation should not be delayed by reason of the non-arrival of their grain cargo from the west. The Depart-

ment, however, found it impossible to open the Welland Canal before the 1st May, and the consequent delay of cargoes, involving serious loss to the steamship owners and grain forwarders, led the Council to again address the Government urging that in future years the Welland Canal be opened not later than 20th April, and the St. Lawrence canals by 25th April. In view of the change of Government the Council has thought it well to recently renew these representations.

TELEGRAPHIC COMMUNICATION DESIRED WITH THE STRAITS OF BELLE ISLE.

In December, 1895, the Council petitioned the Government praying that the existing telegraphic communication with the Lower St. Lawrence be extended to the Straits of Belle Isle and neighbouring coasts, in order that in case of accident to vessels, assistance might speedily be afforded and the risk of loss of life and property thereby be greatly lessened. Your Council, therefore, early in the year, wrote the Government asking that the prayer of that petition should be complied with during the forthcoming season of navigation, which brought a reply from the Department of Public Works stating that the matter would receive its attention and that an appropriation would be asked for that purpose.

COMPLAINT RE LOCATION IN HARBOUR OF BERTHS OF AFRICAN STEAMSHIP CO.

The Butter and Cheese Association communicated, in March, a lengthy resolution setting forth that the accommodation allotted in the harbour to the African Steamship Co. (Bristol Line) was inadequate in extent and so situated as to compel long and expensive cartage, thereby adding to the cost, and frequently proving a serious drawback to the butter and cheese business owing to the injuries received while in transit to vessels over the hot and dusty wharves, and therefore praying the Harbour Commissioners to reconsider their decision in the matter and arrange to have space allotted to the said African Steamship Co. as near as possible to the shipping centre for butter and cheese. The Council ordered that the resolution and accompanying correspondence be passed on to the Harbour Commissioners with a recommendation to reconsider their decision with respect to the allotment of wharfage space with a view to accommodating the Bristol steamers in a more central location in the harbour. The Harbour Commissioners' reply consisted of a sub-committee's report on the subject, adopted by them, which recommended as follows:

"That the suggestion of the shipping interest that where the Harbour Master finds it necessary to place an outside boat opposite the sheds of any line, the agents

should be entitled to use such sheds under the general supervision of the Harbour Master at a maximum charge not to exceed the rate of \$50.00 per steamer, per diem, for a shed of 300 feet, or in that proportion, this, of course, in no way affecting the right of ship agents to make arrangements between themselves for a lesser rate if they can do so."

"With regard to the letter of the Butter and Cheese Association and the protest of Messrs. Elder, Dempster & Co., represented by Messrs. Harling, Ronald & Co., forwarded by the Board of Trade, the committee do not see their way this year to recommend any change in the report of the Harbour Master, believing that on the whole it is as fair an arrangement as can be made at the present time, and that the proposed increased accommodation of shed room, suggested by Mr. Harling, is likely to meet some of the difficulties."

REVISED TARIFF OF WHARFAGE CHARGES AT THIS PORT.

Partially as the result of representations from this Board, the Harbour Commissioners last spring revised their tariff of wharfage charges, the main change being a general reduction of twenty per cent., which was extremely acceptable to all concerned.

DESIRED ABOLITION OF CUSTOMS NIGHT FEES.

The Council having abolished the night fees charged by the Port Warden Office, and the Government the night fees hitherto paid to Inspectors of cattle fittings, the Minister of Trade and Commerce was, on 1st April, addressed asking that he take into consideration the advisability of abolishing the fees charged by customs officers for clearance of vessels out of office hours. The Minister's reply showed that the fees had been recently reduced from five dollars to two dollars and one-half; that the charge is not peculiar to this port but is made at all shipping ports in Canada; that any abolition of the fees must apply to all ports, and that the railways, express companies and others requiring special services would no doubt make such a remission the basis for a demand that the expenses of such extra service should be borne by the Government; that the aggregate of the amount now collected for such extra service is about \$30,000 per annum, and that the assumption by the Department of the expense of such extra service would involve a large increase in the Parliamentary appropriation for customs expenditure; also that it is the custom in all countries to charge for customs facilities the vessels or parties benefited thereby; and that the charge in the United States is much higher than that in force in Canada. The matter being one specially affecting the shipping interests, its further prosecution was left in their hands.

EFFORT TO PROCURE PROLONGATION OF TERM OF SUMMER RAILWAY FREIGHT
RATES.

In view of the short notice given last year by the railway companies of the date on which winter tariff rates would come into operation, the Council then wrote asking that in future at least one month's clear notice should be given of the change from summer to winter rates. The companies, however, disregarded that request, for in a joint notice dated 14th October, 1896, they stated that winter rates would take effect Monday, 2nd November. Your Council, knowing how seriously this early enforcement of the winter rates would affect a large number of the Board's membership, called a special general meeting of the Board for 17th October, which was held and numerously attended, a resolution being adopted urging both railway companies to withdraw said joint notice and prolong the summer rates until 19th November inclusive, or until the close of navigation, and providing that said resolution should be presented to the representatives of both companies by an influential delegation. The delegation was duly appointed, and Mr. Chas. M. Hays, General Manager Grand Trunk Railway System, and Mr. Thos. G. Shaughnessy, Vice-President Canadian Pacific Railway Company, received it in the Council Chamber of this Board. Both Mr. Hays and Mr. Shaughnessy indicated to that delegation that they could hold out no hope of meeting the Board's request that summer rates should prevail until the close of navigation. Letters were subsequently received from Mr. Hays and Mr. Shaughnessy stating that there would be no postponement of the date on which winter rates would become effective. The Council then wrote both companies expressing its dissatisfaction at the railway companies thus declining to meet in any way the request preferred in the resolution adopted by the general meeting of this Board and presented to Messrs. Hays and Shaughnessy by a representative delegation.

LIGHTHOUSE AND OTHER TONNAGE DUES.

The agitation for the abolition of the tonnage tax on shipping, now levied in Great Britain for the support of lighthouses, is being pursued there with much vigour; and the Congress of Chambers of Commerce of the Empire, held in London in June last, adopted a resolution recommending that this tax should be abolished and that the cost of maintaining the lighthouses, beacons, buoys, &c., on the coasts of the United

Kingdom, should in future be a charge on the Consolidated Fund. The shipping interests of Montreal intend placing their memorials before the present Dominion Parliament with a view to a joint address to the Imperial Parliament urging the abolition of these dues being passed by the two Houses at Ottawa.

The United States Government has recently revoked its proclamation freeing tonnage of the German Empire from the tonnage tax levied by it on foreign shipping. German tonnage is therefore now in the same position, with respect to this tax, as British or Canadian tonnage trading with the United States. Moreover, a bill is now before Congress to take away from the President the power now given him to proclaim free from that tax the shipping of certain reciprocating countries trading with the United States.

PILOTS BETWEEN MONTREAL AND QUEBEC SEEK INCORPORATION.

Notice has been given of an intention on the part of the pilots between Montreal and Quebec, to apply to the Dominion Parliament for an Act of Incorporation. On former occasions, when such an Act was sought for, the shipping interests offered strenuous and successful opposition to its passage. Doubtless these interests will oppose the present bill, and in that they should have the support of the Board.

MONTREAL SHOULD BE THE SUMMER TERMINAL PORT FOR THE PROPOSED FAST TRANSATLANTIC MAIL SERVICE.

On 15th April the Council adopted the following resolution, which was communicated to the Premier, by whom it was acknowledged with the promise that it would receive the earnest attention of the Government:

Resolved, That the Council of the Montreal Board of Trade hereby urges upon the Dominion Government the claims of the port of Montreal as the summer port for the proposed fast mail service between Canada and Great Britain, and prays that in calling for tenders therefor, the Government will require that the Canadian terminal ports shall be Montreal during the season of navigation, with Little Metis or Rimouski as ports of call for the mails, and St. John or Halifax, one or other, but not both, during the winter months."

The Minister of Trade and Commerce afterwards wrote with respect to this resolution that although Montreal may not be named as the terminal port, yet option will be given to the contractors to continue their voyages on to Montreal in summer, and to St. John in winter, if they so desire; also that provision would be made in any contract that may be entered into for calling at some port on the Lower St. Lawrence for the mails. To this the Council replied, expressing dissatisfaction at the intima-

tion that Montreal might not be named as the summer terminal port, and again urging Montreal's claims in that connection. The Minister's answer to this letter expressed regret that the Council was not satisfied with the specifications settled between the Government and the Colonial Office with reference to the fast Atlantic service, and pointed out that the large tonnage of the vessels and the possibility of low water in the river made it unwise, and in fact impossible, in asking for tenders to stipulate absolutely for Montreal to be the terminal port, particularly as heavy forfeitures and penalties are prescribed for failure to arrive and depart on schedule time. The Council again wrote the Minister stating that it was still of the opinion that any contract made by the Government for the fast Atlantic service should provide that steamers should come to Montreal each trip during the season of navigation, and that to meet the contingency of vessels being unable to reach Montreal by reason of low water, a clause should be inserted in the contract providing that the contractors should be relieved from any forfeiture on that account when it was proved that the water in the ship channel between Quebec and Montreal was too low to permit of steamers safely passing through it. In acknowledging this the Minister said that he would submit to his colleagues in the Council the whole correspondence and see that the matter was fully discussed before the contract was signed. The matter rested there until September, when, as the fast Atlantic line question was being considered by the new Government, the Council communicated to the Premier its resolutions with respect to Montreal being made the Canadian terminal port in summer.

NEED FOR EXTENSION OF THE DRY DOCK AT LEVIS.

The shipping interests have called attention to the imperative need for the extension of the dry dock at Levis, which, originally intended to be 600 feet long, was, by reason of difficulties encountered as the work progressed, shortened to 445 feet, so that the larger class of ocean vessels coming to this port cannot use it. The Council has, therefore, recently addressed the Government urging the immediate enlargement of this dock, which, it is understood, could easily be accomplished at a moderate expenditure.

PROPOSED HARBOUR OF REFUGE AT LITTLE METIS.

In replying to a request of the Council in May last that the suitability of Little Metis for a harbour of refuge should be forthwith ascertained by a survey, the Minister of Public Works, Hon. A. Des-

jardins, then wrote that instructions had been given to the Chief Engineer to see what under the circumstances could be done to organize a thorough survey of the place during the next summer, no provision having been made during last session towards any new expenditures; also that it was his intention to make an earnest recommendation to the Government, so that the matter might be taken up and a vote towards it obtained from Parliament during its next session. The Minister fulfilled his promise and obtained a small appropriation which was entirely expended. Since then the present Government has voted a further sum which, it is believed, will suffice to complete the survey early in the season of navigation.

BRIDGING THE DETROIT RIVER.

The Council having opposed by resolution on 10th March and by a delegation before the Senate Railway Committee, the erection opposite Detroit of any bridge with piers in the river, was gratified to learn subsequently that the United States Congress had provided that the projected bridge across the St. Clair River at Detroit should have a clear span the full width of the river.

RESOLUTION THAT UNITED STATES VESSELS BE PERMITTED TO CARRY CANADIAN GRAIN.

The following resolution adopted at the April Quarterly Meeting was duly communicated to the Minister of Trade and Commerce and formally acknowledged:

“That this Board recommends that pending the increase of Canadian tonnage until it is equal to the requirements of the trade originating at Fort William, American vessels be permitted to load wheat at Fort William for Canadian ports for export.”

MONTREAL, OTTAWA AND GEORGIAN BAY CANAL PROJECT.

The promoter of this scheme having asked the Council to induce the Government to give all assistance in its power towards the speedy carrying out of the project, the Council replied that in its opinion no excessive expenditure should be incurred by the Government on new canals until the full depth of fourteen feet had been secured throughout the St. Lawrence Canal system.

POSTAL MATTERS.

Desired reduction of the city letter rate to one cent per ounce.—In view of the change of Government the Council in September deemed it opportune to fulfil the instructions of the annual meeting that former efforts to procure the reduction of the postal rate on city letters from two cents to one cent per ounce should be renewed, and copies of last year's petition to Parliament praying for such reduction were accordingly forwarded to the Premier and the Postmaster-General, with a letter urging its prayer upon their consideration with a view to the introduction at next session of Parliament of legislation providing for the fulfilment thereof, to which representation the Postmaster-General replied promising his best consideration.

Reduced rate desired in letters for places in Canada and the United States.—The October quarterly meeting having adopted the following resolution on this subject it was communicated to the Premier and the Postmaster-General:—

“That The Montreal Board of Trade greatly desires that the postal rate on inland letters in this country shall be the same as in the Mother Country and in the United States, *i. e.*, two cents for one ounce ;

“That the adoption of the two cent rate would be a great boon to the business communities of the Dominion and be welcomed by the general public, and it would moreover give a great impetus to the movement for a penny postage throughout the British Empire, a consummation which, would it is believed, do much to promote commercial intercourse between its widely separated countries ;

“That The Montreal Board of Trade therefore respectfully urges upon the Dominion Government the favourable consideration of the question of the reduction of the postal rate on letters to places in Canada and the United States from three cents per ounce to two cents per ounce, and hopes that in the near future the Government will promote a two cent rate throughout the Empire.”

The Postmaster-General, in acknowledging this resolution, said that the matter had already engaged the serious consideration of his Department, but that owing to the very large deficiency in that Department (exceeding \$800,000 per year) any proposal involving a reduction of the rate could only be approached with the utmost caution.

CUSTOMS MATTERS.

Desired establishment of a Board of Customs Experts.—The Council has quite recently communicated to the Premier (Hon. Wilfrid Laurier) a copy of the petition which was on 27th May, 1895, addressed to His

Excellency in Council and to Parliament by the merchants, importers and manufacturers of this city, praying for the establishment of a Board of Customs Experts, and asked the Premier's earnest and favourable consideration of its representations. It is hoped that the incoming Council will continue to press this matter upon the Government's attention, in order that some action may be taken to relieve importers from the serious disabilities suffered by reason of the lack of such a tribunal for the speedy settlement of disputes and for securing uniformity in the administration of the tariff.

Objection to tariff changes being made retroactive.—In 1895 the tariff changes were made to take effect on the morning of the day on which the Budget was brought down, instead of as hitherto on the following morning, the result being that importers were compelled to pay increased duties on goods entered prior to the Budget being introduced in the House. The Council therefore petitioned the Minister of Finance (Hon. Geo. E. Foster), praying that, as hitherto, the tariff changes should not take effect until the day following the introduction of the Budget. The prayer of that petition was not, however, granted, and your Council therefore wrote early in the year enquiring as to the Minister's decision in the matter. The Hon. Mr. Foster's reply was to the effect that the time at which tariff changes go into effect is regulated by the enactment as passed by Parliament, and that in future revisions of the tariff the prayer of the Council's petition should be taken into most careful consideration with a view to meeting the wishes of the Board. Your Council agrees with the principle affirmed by its predecessors that tariff changes should not be retroactive, and suggests that the new Minister of Finance be addressed on the subject.

Interval desired between introduction of Tariff and date on which it becomes operative.—The Wholesale Dry Goods Association and the Metal and Hardware Association of this Board submitted to the Council, in October petitions to the Government praying that the Cabinet would speedily give a public assurance that no change in the existing tariff should take effect before 1st July next (1897), and asked that they be forwarded to the Premier (Hon. Wilfrid Laurier), with the Council's endorsement of their prayer. The text of those petitions will be found in the annual reports of the Branch Associations which are given at the end of this report. The Council forwarded both petitions, as requested, with a letter to the Premier endorsing their joint prayer.

DOMINION PARLIAMENT.

Bill, "An Act Respecting the Montreal Belt Line Railway Co."—Exception was taken by the Council to a section of this bill confirming a notarial agreement entered into between the City of Montreal and the Company, which agreement provided for the construction of the railway along the river front. The Council, therefore, joined the Harbour Commissioners in addressing the Railway Committee at Ottawa, urging the rejection of the bill unless that provision were withdrawn from it. The result of this action was the elimination from the bill by its promoters of the clause confirming the contract between the City and the Company providing for the construction of the railway along the river front. It is to be remembered, however, that that contract still exists, although not confirmed by Act of Parliament.

Bill, "An Act respecting interest."—This bill provided that whenever interest is payable by the agreement of parties or by law, the rate of interest shall be four per cent per annum. The Council endorsed a memorandum of reasons why the statutory rate of interest should not be reduced, drawn up and approved by the Bankers' Section of this Board, and adopted the following resolution, which was communicated to the Minister of Finance, the Committee on Banking and Commerce, and the city M. P.'s:—

"That the Council of the Montreal Board of Trade having taken cognizance of "Bill No. 8, intituled "An Act respecting interest," now before the Federal Parliament, hereby expresses its opinion that the reduction of the rate of legal interest "below six per cent would be very injurious to the best interests of the trade of the "Dominion."

This resolution, together with the opposition of the Bankers' Section, proved effective in procuring the throwing out of the bill by the Committee on Banking and Commerce.

INSOLVENCY LEGISLATION.

The unsettled condition of affairs at Ottawa rendered it useless until quite recently to attempt to procure attention on the part of either the late or the present Government to the great need for insolvency legislation, but opportunity has lately been taken by the chairman of the Insolvency Committee, with the president and treasurer, to interview the Premier with regard thereto, and as the result of that interchange of

opinion the following memorial, very similar to a petition presented to Parliament in 1895, has been addressed to the Premier:—

To the Honourable Wilfrid Laurier, Premier of the Dominion of Canada :

THE MEMORIAL OF THE COUNCIL OF THE MONTREAL BOARD OF TRADE,
HUMBLY SHEWETH,—

That your memorialists, upon the repeal in 1880 of the Insolvent Act of 1875, immediately commenced to urge upon Parliament the need for legislation applicable to the whole Dominion, providing for the equitable distribution of the assets of insolvent debtors, bills for that purpose being introduced at their instance in 1883 and 1884 ;

That in 1885, a committee of the House of Commons prepared a bill with discharge clauses added, which received the support of the Montreal and other Boards of Trade, and that in 1892 a bill, based upon the 1883 bill, was compiled by the Toronto, Hamilton and Montreal Boards of Trade, and urged upon the Cabinet ;

That in 1893 an influential deputation from Boards of Trade waited upon the Premier and Minister of Finance, urging the introduction of insolvency legislation, and as a result the Minister of Trade and Commerce (Honourable Mackenzie Bowell) introduced into the Senate in 1894, a bill prepared under the direction of the Minister of Finance (Honourable Mr. Foster), which bill, with certain amendments suggested by Boards of Trade, was, to your memorialists' great satisfaction, adopted by the Senate ; it did not, however, reach the House of Commons ;

That said bill, with some further amendment, was re-introduced in the Senate during the Session of 1895, and that while your memorialists believe it could be improved in some respects, that bill is generally acceptable to them, and a copy thereof is therefore appended hereto ;

Wherefore, your memorialists, suffering now, as heretofore, by reason of the absence of Dominion legislation for the distribution of insolvent estates, and having for many years striven for the procuring of such legislation, do now most earnestly urge you to take such steps as you may in your wisdom deem best for procuring the adoption during the forthcoming Session of Parliament of legislation providing for the equitable distribution of the assets of insolvent debtors.

Signed on behalf of
the Council of
The Montreal Board of Trade. }
Montreal, 7th January, 1897.

R. BICKERDIKE,
President.
GEO. HADRILL,
Secretary.

QUEBEC LEGISLATURE.

Bill No. 86, "An Act to Amend Certain Provisions of the Code of Civil Procedure Respecting Abandonment of Property."—This Bill, amending the already very satisfactory provisions of the Provincial Code of Civil Procedure respecting the abandonment of property, received the support of the Council, as one article operates in the direction of saving expense in certain cases, and another is intended to preserve the records of all

curators in case they may be required after the death or disappearance of such curators.

Bill "An Act respecting Homesteads".—This Bill proposed to exempt from seizure immovable effects to the amount of \$1500, belonging to the proprietor of a homestead and being upon the property, and the Council, therefore, at suggestion of the Bankers' Section, telegraphed the Chairman of the Private Bills Committee, Quebec, protesting against the Bill on the ground that it would act injuriously upon all interests in this Province. As a result consideration of the Bill was deferred until the next session of the Legislature, and if re-introduced it should again be opposed.

PROVINCIAL LEGISLATION WHEREUNDER ROYAL COMMISSIONS MAY BE APPOINTED TO ENQUIRE INTO ADMINISTRATION OF MUNICIPAL AFFAIRS.

As the result of representations made by the Council of 1895 to the Honourable L. O. Taillon, his Government obtained such amendment of Article 596 of the Revised Statutes as provides a complete machinery for holding investigations into the municipal affairs of cities, towns, villages and other municipalities, the Bill having been drafted by Mr. G. W. Stephens, M.L.A.

REVISION OF THE CODE OF CIVIL PROCEDURE.

The Council's predecessors in office urged upon the Provincial Government the revision of the Code of Civil Procedure, as contained in the report of the Commission appointed by the Government for that purpose, but owing to the shortness of that session and the intricate nature of the subject, the Local Legislature deferred consideration of the Commissioners' report until another session. Your Council being equally anxious that the proposed revision of the code should become law, has recently written the Provincial Attorney-General that it is in hearty accord with the general tendency of the revision, which appears to be the simplification of legal processes and the more speedy and effectual administration of justice.

PROVINCIAL LAW RESPECTING THE TAKING OF OATHS.

At the last annual meeting the Council was requested to urge that the Provincial law with respect to the taking of oaths be made the same as that of the Dominion, which allows persons who have religious scruples against taking an oath to affirm instead. As this change would

involve the amendment of the Code of Civil Procedure, the matter was brought to the attention of the Honourable Mr. Justice Davidson, a member of the Commission charged with the revision and amendment of that code, who then expressed himself as being in accord with the desire of the annual meeting. The Commission, however, was disinclined to make so decided a change, and its only recommendation in this connection is the omission of the clause providing that a witness cannot make an oath or an affirmation if he does not believe in a state of rewards and punishment after death.

CURATORS SHOULD GIVE SECURITY FOR ESTATES THEY ADMINISTER.

The following resolution of the April quarterly meeting was communicated to the Provincial Attorney-General, with an expression of the Council's desire that in revising the code its recommendations should be favourably considered :

"That the Council is hereby requested to urge the Provincial Government to amend the Provincial law that it shall be compulsory on all curators, assignees or liquidators of insolvent estates to give satisfactory security for the amount of the assets of all and every estate they administer."

MUNICIPAL AFFAIRS.

Threatened Construction of Electric Railways in Mount Royal Park.— At request of the Good Government Association, and at its expense, the legal adviser of this Board was authorized to attend a meeting of legal advisers of other organizations held with respect to the legal right of the City to authorize the occupation by the Montreal Street Railway Company of a considerable portion of the Mountair Park. The conference of legal advisors took place and resulted in their agreeing that it is *ultra vires* for the Council of the City of Montreal to amend By-law 210 concerning the establishment and operation of electric railways in the City of Montreal by the Montreal Street Railway Company by adding thereto all necessary clauses providing for the establishment of a new circuit to be known as "The Mount Royal Park Circuit," and that the legality of such proposed amendment (should the Council pass the same) can be tested by any municipal elector by petition to the Superior Court at any time within six months from the passing of such amendment, also that in their opinion the Montreal Street Railway Company is limited under its charter and several amendments to the running of its cars in the streets of the

City of Montreal and the highways of the parish of Montreal leading into the said streets and contiguous thereto. This opinion was signed by Messrs. Strachan Bethune, Selkirk Cross, N. T. Rielle, and Peers Davidson.

Proposed Civic Taxation of Dividends of Banks and Incorporated Companies.—A proposed change in the City Charter providing for a tax of twenty five cents for every hundred dollars upon all dividends of banks and incorporated companies, led to an influential meeting being held, at the call of the Banker's section of this Board, in the Council Chamber on Monday, 7th December. A resolution was adopted stating that such legislation was most objectionable and should be opposed by a deputation to Quebec. Further action was, however, rendered unnecessary by the withdrawal from the City bill of the clause providing for said taxation.

Cost of widening Notre Dame Street East.—A clause in the Bill before the Local Legislature amending the City Charter providing that the whole cost of widening Notre-Dame street east should be assumed by the City, was opposed by your Council, the following telegram being sent to the Honourable Mr. Chapais, President of the Legislative Council, on 6th January, 1897. :—

“ The Council of the Montreal Board of Trade hereby enters its most emphatic protest against the passage of any legislation compelling the city to assume the entire cost of widening Notre-Dame street east. Those expropriations were made at request of proprietors on that street, and justice demands that they pay their proportion of the cost. In addition to the unrighteousness of the proposed legislation the City's present financial position renders it a most serious matter to thus add so large a sum to its already excessive indebtedness.”

It is gratifying to report that the opposition proved successful, and the Council gladly acknowledges in this connection the valuable services of His Worship the Mayor (R. Wilson Smith, Esq.) in procuring the defeat of the proposed legislation.

Independent Audit of Civic Accounts.—The Good Government Association having submitted certain proposed amendments to the City Charter providing for an independent audit of the civic accounts, with a request that they be endorsed by the Council, the Association was informed that the Council did not commit itself to an endorsement of the details of the amendments submitted, it was heartily in accord with the Association's endeavour to procure an independent audit of the civic accounts.

Incendiary Fires in this City.—The numerous fires in this city attributed to incendiary origin led the Council to adopt the following resolution for communication to the Provincial Premier :

That the Council of the Montreal Board of Trade has for some time past viewed with much alarm the increase prevalence of fires alleged to be caused by incendiarism or arson, a crime which, in the opinion of the Council should be vigorously punished by the full penalty of the law, involving as it does the danger of loss of life and the loss of property burnt, the latter of which in most cases is underinsured or if insured has the tendency of raising the price of insurance,

That this Council is aware that a particular case of arson was dealt with by the Criminal Court last year and a conviction secured, but it is represented that several members of an organized gang of incendiaries which have been operating for some years were arrested and true bills found against some of them and that one of these parties against whom a true bill has been found, and another, an important witness of the Crown, are at large and have even left the country, and therefore that under all the circumstances named, this Council is of the opinion that the Government of the Province should not fail to use every means for the suppression of the crime referred to, as it is of paramount importance to the commerce and trade of this city and country, even if such means should include the extradition of said fugitives.

Loss of life at St. Peter Street Fire.—A feeling prevailing that the serious loss of life at the St. Peter street fire on 16th October was possibly owing to preventable causes, the Council urged upon the Mayor by resolution the holding of a searching investigation into the management of the Fire Brigade at the said fire and the condition of the building in which it occurred. The investigation was duly held and the information obtained will, the Council hopes, lead to regulations being formulated tending to render such accidents to the firemen less likely in the future.

PROPOSED INTERNATIONAL EXHIBITION IN MONTREAL.

At request of the Mayor, the Council gave the use of the Exchange Hall for a public meeting of citizens, held on 2nd April, for the purpose of taking decisive action with regard to the holding of an international exhibition in Montreal in 1897. Subsequently the Mayor asked the Council to be represented on a deputation of citizens which was to interview the Government at Ottawa, on 18th April, in connection with the proposed exhibition, and the President and Messrs. Henry Miles, Wm. McNally, Wm. Nivin and Jas. E. Rendell attended on the occasion as representatives of this Board. Quite recently the Council has, at request of La Chambre de Commerce, through a special committee, conferred with a committee of that Chamber with regard to the exhibition project, and an interview with the Premier and his colleagues who compose the committee of the Privy Council with respect to the proposed exhibition, has been arranged for.

TRADE BETWEEN ITALY AND CANADA.

In October the attention of the Council was called to the fact that trade with Italy was impeded through singularly unfavourable Customs' conditions, Italy, alone of all the important or "great" nations of Europe being excluded from participation in the advantageous clauses of the Franco-Canadian treaty. Certain advantages under this treaty were first accorded by the Government of Canada to France, and subsequently all the nations of Europe having in their treaties with Great Britain the most favoured nation clause, applied for and were granted inclusion. Italy not having this clause in the Anglo-Italian treaty is therefore excluded. Urgent representations from this Council have, therefore, been made to the Dominion Government with a view of having this anomaly removed or better still, seeking a commercial understanding between the two countries securing an extension of our commerce, a considerable interchange of natural products seeming possible and most desirable. The Minister of Trade and Commerce replied favourably stating his appreciation of the importance of the subject and promising the early attention of the Government to the desires of this Board.

THIRD CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

Intimation having been received in February from the London Chamber of Commerce, that any subjects or resolutions to be proposed by any board at the Congress of Chambers of Commerce of the Empire, should be in the hands of the organizing committee not later than April, your Council considered the various subjects suggested for discussion at the Congress, and formulated the following instructions thereanent for guidance of this Board's representatives on the occasion :

Commercial Relations between the Mother Country and Her Colonies and Dependencies.—Adhere to decision on same subject in 1892, as follows: "That the delegates should support any proposal consonant with the following resolution adopted by the Dominion Parliament on 26th April, 1892:—'That if and when the Parliament of Great Britain and Ireland admits Canadian products to the markets of the United Kingdom upon more favourable terms than it accords to the products of foreign countries, the Parliament of Canada will be prepared to accord corresponding advantages by a substantial reduction in the duties it imposes upon British manufactured goods. "*Intercolonial Trade Relations*"—Advocate the closest relations obtainable between the various Colonies. "*Codification of the Commercial Law of the Empire*"—Much to be desired. "*Bills of Lading Reform*"—Uniformity throughout the Empire desirable as far as practicable. "*Commercial Education*"—Favour the adoption of a standard of Commercial Education with examination and diploma. "*The Decimal System of Weights, Measures and Cur-*

rency"—Advocate it. "*Imperial Penny Postage*"—Advocate it. "*Light Dues*"—The subject of the desired abolition of the Light Dues in the United Kingdom was introduced at the 1892 Congress at the instance of this Board, and while progress has been made in the agitation for that end, it is important that it be continued. "*Railways, Light Railways, Railway Communication with India and the East*"—Favour construction of light railways as feeders to trunk lines as being an easy means of moving agricultural produce. "*Arbitration for International Disputes*"—Advocate the appointment of a permanent judicial Board of Arbitration for international disputes. "*Imperial Trade Marks Registration and Patent Law*"—Favour such legislation. "*Cable Communication, Construction, Rates, Codes*"—Favour increased cable communication and cheapening of charges. "*Supply of Government Publications to Chambers of Commerce and mutual interchange of own documents*"—Such supply and mutual interchange to be favoured."

Action on the following subjects was left to the discretion of the delegates :

"*Boards of Labour Conciliation and Arbitration*," "*Steamship Communication, Rates, Subsidies, War Risks, Insurance, Closer connection between Governments and Chambers of Commerce by establishment of Commercial Advisory or Consultative Councils, Home and Colonial*," "*Bills of Exchange, Uniform Procedure*," "*Parliamentary Commercial Parties, Home and Colonial*," "*Representation of United Kingdom in Colonies, and of the Colonies in the United Kingdom, to make up for want of Consular Officers who are only appointed to foreign countries*," "*Appointment of an Imperial Council to consider Questions of Imperial Interest*," "*Copyright*."

The April quarterly meeting, however, notwithstanding that the Council had taken the foregoing action in this connection, adopted a resolution requiring the Council to appoint and confer with a number of gentlemen selected from the diversified industries represented in the commerce of the Dominion, which consolidated conference should decide upon the policy of trade co-operation that in its judgment appears most practicable. The Council decided to comply with this requirement and appointed the following gentlemen to confer with its own members respecting the two questions indicated in the resolution, viz, "*Commercial Relations between the Mother Country and her Colonies and Dependencies*" and "*Intercolonial Trade Relations*:" Messrs A. B. Evans, F. P. Currie, Thos. J. Drummond, A. F. Gault, E. B. Greenshields, R. R. Grindley, H. A. Hodgson, Robt. Ironsides, Edgar Judge, H. Laporte, Alex McFee, Hugh McLennan, W. W. Ogilvie, Charles S. J. Phillips, Robt. Reford, A. A. Thibaudeau, Edwin Thompson, D. A. P. Watt, Richard White.

There were two conference meetings held, with the result that the following memorandum was adopted :—

MEMORANDUM OF THE VIEWS OF THE MONTREAL BOARD OF TRADE UPON THE SUBJECTS ANNOUNCED FOR DISCUSSION AT THE THIRD CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE, AS FORMULATED FOR THE GUIDANCE OF THE BOARD'S DELEGATES THERETO.

1. "*Commercial Relations between the Mother Country and her Colonies and Dependencies.*—The Board concurs in the following resolution on the subject adopted by the Colonial Conference at Ottawa, in July, 1894 :—

"Whereas, the stability and progress of the British empire can be best assured by drawing continually closer the bonds that unite the colonies with the mother country, and by the continuous growth of a practical sympathy and co-operation in all that pertains to the common welfare ;

"And whereas, this co-operation and unity can in no way be more effectually promoted than by the cultivation and extension of the mutual and profitable interchange of their products ;

"Therefore resolved, That this conference records its belief in the advisability of a customs arrangement between Great Britain and her colonies by which trade within the empire may be placed on a more favorable footing than that which is carried on with foreign countries ;

"Further resolved, That until the mother country can see her way to enter into a customs arrangement with her colonies, it is desirable that, when empowered so to do, the colonies of Great Britain, or such of them as may be disposed to accede to this view, take steps to place each other's products, in whole or in part, on a more favoured customs basis than is accorded to the like products of foreign countries."

For the fuller information of the Board's delegates to the London Congress, the following memorandum is communicated to them as indicating the Board's views as to how the arrangement recommended in the foregoing resolution might be carried out :—

In the opinion of this Board any scheme devised to accomplish closer commercial union between Great Britain and her colonies and dependencies must include a material advantage to each section of the empire in the interchange of products and manufactures, such advantage to be in the form of a discrimination of duties on imports from countries not within the proposed confederation, of all products or manufactured goods.

In giving effect to the proposed discrimination, it is suggested that it will be most practicable to have specified discrimination upon products of field, forests and mines, and *ad valorem* discrimination upon manufactured goods generally.

Discrimination in favor of all parties to the confederation being established, each party thereto would be free as at present in the control of their respective fiscal policies and bonding systems, with the reservation that no increase of duty that may appear to nullify the advantage of the proposed discrimination will become law until sanctioned by Great Britain.

The foregoing memorandum became, of course, the instructions to the Board's delegates on the subjects to which it refers, the Council's original instructions on the other subjects being confirmed.

As regards representation at the Congress, the Council had always desired that Sir Donald Smith should again be one of the delegates from this Board, and was much gratified that he was able to accept the appointment. Several other gentlemen were invited to attend on behalf of the Board, but only one was able to accept—Mr. Honoré Beaugrand, and he, unfortunately, was prevented by illness from attending the Congress, so that Sir Donald Smith became the sole representative there of the Montreal Board of Trade.

The following is Sir Donald Smith's report on the proceedings of that Congress:—

[UNOFFICIAL]

VICTORIA CHAMBERS, 17 VICTORIA STREET,
LONDON, S. W., 10th July, 1896.

The Secretary, Montreal Board of Trade, Montreal.

SIR,—I have the honour to transmit for the information of the Montreal Board of Trade the proceedings of the third Congress of Chambers of Commerce of the Empire, which was held in London from the 9th to the 12th ultimo.

My colleague, M. Honoré Beaugrand, was, I regret to state, not able to take part in the Congress, owing to indisposition which made it necessary for him to remain in Paris.

The most prominent subject of discussion was the commercial relations between the Mother Country and her Colonies and Dependencies, the debate lasting nearly the whole of two days. It was referred to at length by the Honorary President, the Right Hon. Joseph Chamberlain, in his speech at the opening of the Congress, a report of which appears in the proceedings.

You will see from the agenda paper the various resolutions that were placed before the meeting, largely, as you will observe, by Canadian commercial institutions.

At a preliminary meeting of the Canadian delegates, which I convened, it was very evident that there was considerable divergence of opinion upon the various resolutions. After some discussion it was unanimously decided by those who were present, including the delegates from Toronto, that another resolution, or rather an amendment to the Toronto resolution based upon the resolutions of the Ottawa Conference, should be put forward as expressing the views of the Canadian delegates. As you will be aware, this was in accord with the wishes of the Montreal Board of Trade. Therefore, as representing the Montreal Board of Trade, it was arranged that I should move the following:—

“Whereas the stability and progress of the British Empire can be best assured by drawing continually closer the bonds that unite the colonies with the mother country, and by the continuous growth of a practical sympathy and co-operation in all that pertains to the common welfare;

“And, whereas this co-operation and unity can in no way be more effectually promoted than by the cultivation and extension of the mutual and profitable interchange of their products;

“Therefore, resolved, that this Congress records its belief in the advisability and practicability of a customs arrangement between Great Britain and her colonies and

India on the basis of preferential treatment, and recommends that steps should be taken by Her Majesty's Government to bring about an interchange of opinions on the subject between the mother country and the other governments of the Empire."

As you will see from the proceedings of the Congress, it became apparent that the Toronto resolution, with a slight amendment, would be preferred to the amendment I proposed, and after informal conversations with the representatives of several British Chambers and our Canadian friends, I intimated my willingness to withdraw the amendment and to allow the Toronto resolution to stand amended to read as follows :—

"Resolved, that in the opinion of this Congress, the advantages to be obtained by a closer commercial union between the various portions of the British Empire are so great as to justify an arrangement based upon the principles of the freest exchange of commodities within the Empire, consistent with the tariff requirements incident to the maintenance of the local government of each kingdom, dominion, province or colony, now forming part of the British family of nations; and that this Congress recommends that steps should be taken by Her Majesty's Government to bring about an interchange of opinions on the subject between the mother country and the other governments of the Empire."

I was subsequently, however, given to understand by the Chairman that there was little chance of the resolution even in its amended form being carried unanimously. It was felt, also, that it might even be rejected, and in view of the desirability of unanimous action, and after considerable pressure, the Canadian delegates agreed to withdraw both the Toronto resolution and the amendment, and to endorse the following resolution to be proposed by the Chair :—

"That this Congress of Chambers of Commerce of the Empire is of opinion that the establishment of closer commercial relations between the United Kingdom and the colonies and dependencies is an object which deserves and demands prompt and careful consideration. The Congress, therefore, respectfully represents to Her Majesty's Government that if the suggestion should be made on behalf of the colonies or some of them, it would be right and expedient to promote such consideration and the formulation of some practicable plan, by summoning an Imperial Conference thoroughly representative of the interests involved, or by such other means as Her Majesty may be advised to adopt. That copies of this resolution be forwarded to the President, to the Prime Minister, the First Lord of the Treasury, the Secretary of State for the Colonies, the leader of the Opposition of both the Houses, the High Commissioner for Canada, and the Agents General of the other Colonies."

As was anticipated, this resolution received the support of all the representatives of Chambers of Commerce from different parts of the Empire who were present, and it was carried unanimously and amid enthusiastic cheers. I may add that we were led to understand that the resolution in the form in which it was finally passed would be acceptable to Mr. Chamberlain.

In some quarters the resolution has been described as being of a colourless character. I think its importance is much greater than is usually imagined, especially in view of the fact that it was carried unanimously. You will see that the resolution contains two expressions of opinion, [1] That the establishment of closer commercial relations between the United Kingdom and the colonies and dependencies is an object which deserves and demands prompt and careful consideration; [2] That the Congress respectfully represents, if the colonies or some of them should suggest the convening of an Imperial Conference for the formulation of some practicable plan, that it would be right and expedient on the part of Her Majesty's Government to adopt the suggestion.

I may state that the resolution as originally drafted, instead of the words "establishment of closer commercial relations," read "the formation of a commercial union," and further that it required all the colonies to make the suggestion for a conference; and besides the words "if possible" were added after "practicable plan." I was able, however, in conjunction with the other delegates, to procure the modification, or rather the strengthening of the resolution in the way in which it now stands. I hope that the Montreal Board of Trade will commend the matter to the favourable consideration of the Dominion Government.

Other questions were discussed at the Conference of interest to Canada, as will be seen by referring to the proceedings. I need, however, only refer to two matters in particular. One related to the abolition of light dues on shipping in the United Kingdom. This resolution, originally introduced in 1892 by the Montreal Board of Trade, was carried unanimously, and I hope it may have some influence upon Her Majesty's Government in conjunction with the representations that have already been made officially by Canada on the subject. The other resolution related to the encouragement of emigration to the colonies. The resolution was somewhat modified at the preliminary meeting of the Canadian delegates, as will be seen in the report of the proceedings, and I trust that the action of the Congress will have the effect of directing attention to this important subject.

I venture to suggest, for the consideration of the Board of Trade, that it should pass a resolution expressing its appreciation of the action of the London Chamber of Commerce in calling the Congress together, of the very thorough and satisfactory arrangements that were made for the meeting, and of the courtesy and hospitality which were extended to me as its representative.

I am, sir,

Your obedient servant,

DONALD A. SMITH.

The following digest of the official reports of the proceedings of the Third Congress of Chambers of Commerce of the Empire has been compiled by the Secretary of this Board:—

The Third Congress of Chambers of Commerce of the Empire, for which the first invitations were sent out by the London Chamber of Commerce in May, 1895, was inaugurated in the Hall of the Grocers' Company, Prince's Street, Bank, London, on June 9th, and continued until June 12th. The Rt. Hon. Joseph Chamberlain, M. P., Secretary of State for the Colonies, accepted the office of honorary President, and opened the proceedings by delivering an address, at the conclusion of which the chair was taken by Sir Albert Kaye Rollit, D.C.L., LL.D., M. P., President of the London Chamber of Commerce, who presided throughout the sessions of the Congress.

RESOLUTIONS OF THANKS TO THE HONORARY PRESIDENT.

"That the best thanks of the Congress be given to the honorary President, the Right Honourable Joseph Chamberlain, M.P., Secretary of State for the Colonies, for his presence at this meeting, and for his most admirable address, and that he be asked to print it on behalf of the Congress."

COMMERCIAL RELATIONS BETWEEN THE MOTHER COUNTRY AND HER COLONIES AND DEPENDENCIES.

Mr. E. B. Osler, President Toronto Board of Trade, moved the following resolution :

"Whereas, in view of recent events, and the attitude of other nations towards Great Britain, and of the fact that there exists within the British Empire resources in men and materials and arable land for its every requirement ;

"Whereas, while the trade legislation of other nations is framed to subserve their local interests, all British trade and other legislation should aim to secure within the Empire a union of interest of a federal character, and the policy of each British community should be designed to retain within the Empire subjects whose labour would otherwise go to foreign lands ;

"Whereas, Canada has already formed a basis for closer relations with the mother country and other colonies by building a highway across British America, by creating steamship connection between Vancouver, Hong Kong, New Zealand and Australia, by offering a large subsidy for a fast Atlantic steamship service, as well as by her established precedent of confederation, making for British unity ;

"And whereas, closer commercial relations between the mother country, her colonies and dependencies, will be hastened by further subsidizing fast steamship services and completing postal, wire and cable communication with the different portions of the Empire, thus making such routes for commerce, food supply, and munitions of war the fastest and most secure from attack ;

"Resolved, that in the opinion of this Congress the advantages to be obtained by a closer union between the various portions of the British Empire are so great as to justify an arrangement as nearly as possible of the nature of a Zollverein, based upon principles of the freest exchange of commodities within the Empire, consistent with the tariff requirements incident to the maintenance of the local government of each kingdom, dominion, province or colony, now forming part of the British family of nations."

Hon. Sir Donald A. Smith, G.C.M.G. (High Commissioner for Canada), representing the Montreal Board of Trade, moved an amendment as follows :

"Whereas the stability and progress of the British Empire can be best assured by drawing continually closer the bonds that unite the colonies with the mother country, and by the continuous growth of a practical sympathy and co-operation in all that pertain to the common welfare.

"And whereas this co-operation and unity can in no way be more effectually promoted than by the cultivation and extension of the mutual and profitable interchange of their products ;

"Therefore resolved—That this Congress records its belief in the advisability and practicability of a customs arrangement between Great Britain and her colonies and India on the basis of preferential treatment, and recommends that steps should be taken by Her Majesty's Government to bring about an interchange of opinions on the subject between the mother country and the other governments of the Empire.

"Resolved—That in the opinion of this Congress the advantages to be obtained by a closer union between the various portions of the British Empire are so great as to justify an arrangement as nearly as possible of the nature of a Zollverein, based upon principles of the freest exchange of commodities within the Empire consistent with the tariff requirements incident to the maintenance of the local government of each kingdom, dominion, province, or colony, now forming part of the British family of nations."

The Congress considering the last clause of the foregoing amendment inconsistent, the mover consented to its removal so that the amendment read as follows :

"Whereas the stability and progress of the British Empire can be best assured by drawing continually closer the bonds that unite the colonies with the mother country, and by the continuous growth of a practical sympathy and co-operation in all that pertains to the common welfare ;

"And whereas this co-operation and unity can in no way be more effectually promoted than by the cultivation and extension of the mutual and profitable interchange of their products ;

"*Therefore resolved*—That this Congress records its belief in the advisability and practicability of a customs arrangement between Great Britain and her colonies and India on the basis of preferential treatment, and recommends that steps should be taken by Her Majesty's Government to bring about an interchange of opinions on the subject between the mother country and the other governments of the Empire."

Amendment indicated by Mr. Charles McArthur, President of the Liverpool Chamber of Commerce, but not moved :—

"That this Congress, fully recognizing the advantages to be obtained by the closer union between the various portions of the British Empire, approves of steps being taken to establish more intimate commercial relations between the mother country and her colonies and dependencies, whether by improved steamship, postal and telegraph communication, or by the removal of tariff barriers within the Empire ; but it does not appear advisable for the mother country to depart from her established policy of free trade."

Amendment indicated by Mr. Thos. H. Haynes, of the London Chamber of Commerce, but not moved :—

"That a Customs Union, comprising all states forming parts of the British Empire, and any other countries, with their colonies, desirous of joining, is greatly to be desired if formed on the basis of a limitation to protection by keeping all import duties within a 20 per cent. *ad val.* rate, except—1. On intoxicants, narcotics, explosives and other articles hurtful to mankind ; 2. When an excise duty equal to any excess beyond 20 per cent. import duty be levied. 3 In the event of any country refusing to accord most-favoured-nation treatment fully to the Union ; and on the general basis of non-differential tariffs, but with provisions—1. For freer trade between geographically allied states of the Union ; 2. The penalization of the goods of any non-union country entering the colonial states of the Union, if such country shall fail to admit Union trade into its colonies on as favourable terms as its own."

The Canadian delegates then agreed to modify the Toronto resolution so as to meet certain objections which had been advanced against some portions thereof, the proposed amended resolution reading as follows :—

"*Resolved*, that in the opinion of this Congress the advantages to be obtained by a closer commercial union between the various portions of the British Empire are so great as to justify an arrangement based upon the principles of the freest exchange of commodities within the Empire, consistent with the tariff requirements incident to the maintenance of the local government of each kingdom, dominion, province or colony now forming part of the British family of nations ; and that this Congress recommends that steps should be taken by Her Majesty's Government to bring about an interchange of opinions on the subject between the mother country and the other Governments of the Empire."

Resolution announced by the Edinburgh Chamber of Commerce, but not moved :—

"That in the opinion of this Congress it is the duty of the Government to take immediate steps for the attainment of a closer political and commercial union between the mother country and the colonies ; and that a copy of this resolution be sent to the Prime Minister and the Secretary of State for the Colonies."

Finally, the Chairman suggested the withdrawal of all the foregoing resolutions and amendments and the adoption of the following resolution framed by him in concert with many who had taken different views on the question, which expressed the points of agreement and was indicative of the course which would be most likely, upon the whole, to lead to the fulfilment of those points :—

"That this Congress of Chambers of Commerce of the Empire is of opinion that the establishment of closer commercial relations between the United Kingdom and

the colonies and dependencies is an object which deserves, and demands, prompt and careful consideration. The Congress therefore respectfully represents to Her Majesty's Government that, if the suggestion should be made on behalf of the colonies or some of them, it would be right and expedient to promote such consideration, and the formulation of some practicable plan, by summoning an Imperial Conference, thoroughly representative of the interests involved, or by such other means as Her Majesty may be advised to adopt. That copies of this Resolution be forwarded to the President, to the Prime Minister, the First Lord of the Treasury, the Secretary of State for the Colonies, the leaders of the Opposition in both Houses, the High Commissioner for Canada, and the Agents-General of the other colonies."

The proposers of the other resolutions and amendments having consented to withdraw them, this resolution was put to the meeting and carried unanimously amid loud cheers.

CONSULTATIVE IMPERIAL COUNCIL.

Resolution unanimously adopted :—

"That as a first step towards Imperial Federation it is desirable that a Consultative Imperial Council should be formed, whose members for the time being should be resident in the United Kingdom. That the Council should be called together in cases where the general interests of the colonies represented were affected in matters of trade, finance, or imperial defence. That this Council should consist of members elected by every self-governing colony in some adequate and relative proportion to its electorate, and that its functions should be purely consultative. That the Crown Colonies should also be represented on this Council."

CODIFICATION OF THE COMMERCIAL LAW OF THE EMPIRE.

Resolution unanimously adopted :—

"That the Bills of Exchange Act of 1882, the Partnership Act of 1890, and the Sale of Goods Act of 1893, and other consolidating statutes, having established the practicability and benefits of codifying British commercial law, it is highly expedient that the commercial law of the whole British Empire should now be embodied in a Code; and that, therefore, Government be memorialized by the Congress to initiate the steps necessary in order to the appointment, for the purpose of drafting such a Code, of a Commission on which the United Kingdom and all the colonies and countries embraced in the Empire should be duly represented."

BILLS OF EXCHANGE UNIFORM PROCEDURE.

Resolution agreed to, and a request added that it be communicated to the King of the Belgians with a view to his considering the possibility of holding a third conference for carrying it out :—

"That in the opinion of this Congress, the laws relating to Bills of Exchange should be made uniform in the British Empire; also, that uniformity with the laws of continental powers should, wherever practicable, be established internationally."

COPYRIGHT.

Resolution unanimously adopted :—

"That the law of copyright should be uniform throughout the Empire."

INTER-IMPERIAL POSTAL AND TELEGRAPH ROUTES.

Resolution carried unanimously :—

"Whereas an extension of direct telegraphic communication throughout the Empire would considerably facilitate and increase the commercial relations of the mother country and her several colonies, and be also a source of security and strength in maintaining uninterrupted hourly communication in time of war; and whereas the Atlantic and Canadian systems now extending to the Pacific Coast offer special advantages over all other routes to establish direct telegraphic communica-

tion between the mother country and Australia through uninterrupted British territory: Be it resolved, that as an alternate and direct line of communication, a cable should be laid between Australia and Canada without further delay, the Imperial and Colonial Governments directly interested being respectfully requested to offer such inducements as may determine the laying of the Pacific cable at the earliest possible moment."

Resolution carried unanimously:—

"That, so far as possible, it is most important that inter-imperial postal and telegraph routes should be established between this country and the colonies, as well as between the colonies themselves, without such routes passing through other countries."

POSTAL FACILITIES.

Resolution carried unanimously.

"That in view of the difficulties correspondents experience in prepaying closed replies to letters sent to foreign countries, and especially the British colonies and Dependencies (a facility which exists in regard to open post cards and telegrams), the Council of the London Chamber of Commerce be requested, on behalf of this Congress to communicate with the imperial and colonial postal authorities for the purpose of recommending: That the reply letter card (used by France and Ceylon for inland correspondence) be adopted by the British Imperial Postal Service, as a means of facilitating and increasing intercourse through the British Empire: (b) That the reply letter card is applicable to international communication in the same way as the open reply post card, and that the recent objections raised in regard to it can be met; (c) That at the Postal Union Congress, to be held at Washington in 1897, the British and Colonial Postmasters-General be requested to take steps for the extension of the reply letter card to international postage, as an efficient substitute for the oft-proposed international postage stamp, and less open to the objections raised on the ground of the financial difficulty involved."

Resolution adopted:

"Whereas a reduction in postal rates would facilitate and increase the commercial relations of the mother country and her many colonies and possessions; and whereas the local rates of these several colonies must necessarily vary according to their special conditions of territory, population and transport: This Congress recommends that the present British penny system should carry postal matter from Great Britain and Ireland to every British colony, and that in return each colonial government should also carry postal matter at its present provincial rate to every portion of the Empire."

ARBITRATION FOR INTERNATIONAL DISPUTES.

Resolution unanimously agreed to:—

"That in the opinion of this Congress differences or disputes arising between different Governments which cannot be adjusted by diplomatic agency should, as far as possible, be referred to arbitration."

BOARDS OF LABOR CONCILIATION AND ARBITRATION.

Resolution unanimously adopted:—

"That this Congress desires to express its satisfaction at the steady progress which has been made in advancing the principle of conciliation and arbitration in labor disputes, and the avoidance thereby, in many instances, of the disastrous effects of strikes and lock-outs, and pledges itself to use its utmost endeavors to promote the extension of the movement throughout the Empire."

BILLS OF LADING REFORM.

Resolution agreed to:—

"That this Congress expresses strong disapproval of the method adopted in bills of lading of inserting clauses contracting shipowners practically out of all

liability, and requests the London Chamber of Commerce to arrange conferences with shipowners, in order to eliminate these clauses, or failing such conferences that steps should be taken by the Associations forming the Congress to introduce Bills into their respective Parliaments defining the liability of shipowners."

RULE OF THE ROAD AT SEA.

Resolution carried unanimously :—

"That inasmuch as the system of sound signals for use in fog, proposed at the Washington Conference, has been condemned as dangerous and useless by all classes directly responsible for the safety of the mercantile marine of this country, and by the shipping interests in many other countries, it is expedient that the British government should endeavour to secure the consent of all the foreign powers to the withdrawal of the proposed new sound signals."

LIGHT DUES ON SHIPPING.

Resolution unanimously adopted :—

"That the levying of Light Dues on shipping should be abolished and the cost of maintaining the lighthouses, beacons, buoys, &c., on the coasts of the United Kingdom should in future be a charge on the Consolidated Fund."

Resolution adopted :—

"That Her Majesty's Government be requested to take the necessary measures for the abolition, or at all events the diminution, of the present exorbitant light and sanitary dues charged on shipping in Turkish waters."

RATES OF FREIGHT TO SOUTH AFRICA.

Resolution carried :

"Whereas the rates of freight by steam transit from the United States to South Africa are lower than the rates from the United Kingdom to South Africa. And whereas German Government subsidies enable goods from Germany to be delivered in the South African Republic at a cost less than such goods can be transmitted *via* the British colonies to the South African Republic from the United Kingdom. *Resolved* : That in the opinion of this Congress, British trade and manufactures are being detrimentally affected, and that : (a) The various Chambers of Commerce in the United Kingdom be approached with a view to obtaining a proper classification of goods at more equitable rates of freight ; (b) That the various railway companies be invited to consider the seriousness of the position ; (c) That the attention of the British Imperial Government be called to the operation of German subsidies."

RAILWAY EXTENSION TO SOUTH-WEST CHINA.

Resolution carried unanimously :—

"That connection by railway of a seaport in Burmah with South-west China at Ssumao is greatly required in order to open out to the trade of the Empire our new territories in the basin of the Mekong, and to enable manufacturers of the Empire to compete with those of France in Northern Siam and in South-west China."

EMIGRATION.

Resolution carried unanimously :—

"That this Congress views with regret the movement of the surplus population of Great Britain to foreign lands, thus drawing from the strength of the Empire. That this Congress looks upon such a tendency as not only wasteful of the vitality of the Empire, but altogether unnecessary, seeing that the British colonies and dependencies offer fields for emigration as attractive, if not more attractive, than can be found in any foreign country. That within the bounds of the British Empire the

emigrant can find any variety of climate and reach success in any pursuit, and yet retain all the privileges of a British subject. Therefore, this Congress deems it the duty of the Imperial and Colonial Governments, as well as of all patriotic citizens of the Empire, to use every means available to encourage emigration to the colonies."

Resolution carried unanimously :—

"That in the opinion of this Congress, Western Australia offers very special inducements to immigrants, not only in the direction of mining, but in respect of agriculture of various kinds, especially fruit-growing and viticulture; and that the resources of Western Australia are numerous and important."

DECIMAL SYSTEM : WEIGHTS, MEASURES AND CURRENCY.

Resolution carried unanimously :—

"Whereas the British system of weights and measures, which vary constantly in every part of the British Empire, is a source of constant annoyance, loss of time, and a formidable obstacle to local, imperial and foreign trade; and whereas the metric system has now been universally recognized as the most perfect decimal system, and generally adopted by nations of both continents, with the exception of the British Empire and the United States of America; Be it resolved: that the metric system of weights and measures be adopted without further delay by the several Governments of the Empire, the yard being extended to the metre, the quart to the litre, and the two pounds weight to the kilogramme."

Resolution adjourned until next Congress :—

"Whereas the British Currency System of pounds, shillings, pence and farthings is a source of constant annoyance and loss of time to the trade, specially to the foreign trade, who have adopted a decimal system; and whereas the system of dollars and cents now covers the whole of the North American continent, with a population of seventy millions of English-speaking people; Be it resolved: That the Canadian decimal system of currency, which answers all purposes, be extended to the other portions of the British Empire, the pound sterling to be equal to five dollars, and the shilling to twenty-five cents."

RESOLUTIONS OF THANKS.

Resolution carried by acclamation :—

That the members of this Conference desire to place on record their high appreciation of the valuable services rendered by the Right Hon. Joseph Chamberlain, Secretary of State for the Colonies, as Honorary President, and for the excellent addresses he has delivered to the Conference, admirably calculated as they are to draw marked attention to the benefits which would accrue from a closer union of the several constituent parts of the Empire, a union which could not but tend greatly to its increased prosperity."

Resolution carried by acclamation :—

"That the best thanks of this Congress be hereby accorded to the President and Council of the London Chamber of Commerce for convening this Congress, and to the Organizing Committee and staff, for the arrangements in connection with the proceedings."

CLOSING OF THE CONGRESS.

There cheers were given for Her Majesty the Queen, and with the singing of the national anthem, led by the Canadian ex-Minister of the Interior, the Hon. Thomas Daly, the proceedings of the Third Congress of Chambers of Commerce of the Empire came to a close.

COUNCIL REPRESENTED AT THE CONFERENCE OF CHAMBERS OF COMMERCE OF
THIS PROVINCE HELD UNDER THE AUSPICES OF LA CHAMBRE
DE COMMERCE.

The Council having received an invitation to be represented at a conference of Chambers of Commerce of this Province, called to discuss

the subjects to be presented at the Third Congress of Chambers of Commerce of the Empire, with a view to united action thereon, appointed Messrs. Chas. Chaput and Henry Miles delegates thereto, communicating to those gentlemen the instructions it had formulated for guidance of this Board's representatives at the London Congress. The Conference was held on 13th April, and Messrs. Chaput and Miles subsequently presented a report of the proceedings thereat, which showed that, in most instances, the decisions of that Conference coincided with those previously arrived at by this Council.

EXHIBITIONS.

Prospectuses of the following exhibitions have been received during the year :—

International Motor Carriage Exhibition, held in the Imperial Institute, during the summer of 1896; Brussels International Exhibition, 1897; Furnishing Trades Exhibition, to be held in the Agricultural Hall, London, Eng., from April 7th to 13th, 1897.

SCHEDULING OF CANADIAN CATTLE BY THE IMPERIAL GOVERNMENT.—THE IMPERIAL PARLIAMENT LEGISLATES FOR THE PERMANENT EXCLUSION OF IMPORTS OF LIVE STOCK INTO THE UNITED KINGDOM.

The last effort made by the Council of this Board to induce the Imperial Government to permit the importation of Canadian live stock into the United Kingdom was in the form of a petition to Her Majesty in Council, but it proved unavailing. The petition was as follows :

To Her Most Gracious Majesty the Queen in Council :

THE PETITION OF THE COUNCIL OF THE MONTREAL BOARD OF TRADE,
HUMBLY SHEWETH,

That by the Orders of the Board of Agriculture of the Imperial Government dated 17th April, 1893, 2nd June, 1893, and 6th July, 1893, the United Kingdom has been closed to the entry of cattle from the Dominion of Canada, save and except under condition of immediate slaughter of such cattle at the ports of entry, the cause for the issuing of the said orders being the alleged presence of contagious pleuro-pneumonia in sundry cattle shipped from the Dominion ;

That your petitioners are assured that there is not, nor has there been, any contagious pleuro-pneumonia in the territories of the Dominion, save only on one occasion in cattle at the port of Quebec, the said cattle having been shipped from the United Kingdom and slaughtered at the port of entry in quarantine ;

That the Government of Canada has proved that the said disease does not exist within this Dominion, and that the President of the Board of Agriculture in your late Ministry declined to accept the representations made to that effect ;

That the Government of this Dominion invited your Government, through the President of the Board of Agriculture, to accredit qualified commissioners to visit Canada, who should determine from their investigation throughout the country the presence or absence of the said disease, and further offered every facility for the pursuit of such investigation, and the payment of all expenses incurred by such commissioners, and that this invitation was declined without adequate reason ;

That the President of the Board of Agriculture in your late Ministry announced in Parliament that a committee would be appointed to enquire into the subject of the pleuro-pneumonia alleged to have been discovered in Canadian cattle landed in the United Kingdom, and the committee thus offered was found to resolve itself into a departmental enquiry, the constitution of this committee being such that the Dominion of Canada did not and could not have representation at its meetings :

That no notice has been taken, beyond formal acknowledgment of receipt, of the criticisms of and objections to the proceedings of the said departmental committee, offered by the Minister of Agriculture of the Dominion and published in the appendix to his report for the year 1894 ;

That in the said appendix to the report of the Dominion Minister of Agriculture, 1894, besides a reiteration of the previous contentions of the Dominion Government, it is, in the opinion of your petitioners, clearly shown that the adverse diagnosis of the veterinary officials of the Imperial Board of Agriculture was not conclusively established, and that the evidence of said officials should not outweigh that offered by the Dominion on the same matters, given as it was by experts of acknowledged eminence, English, French and American ;

That the said Orders of the Imperial Board of Agriculture, which your petitioners had hoped to see rescinded upon presentation of the facts concerning the absence of the said disease in the Dominion, are still in force, and operate adversely to the interests of this country ;

Wherefore your petitioners humbly pray that your Majesty in Council may be graciously pleased to rescind the said Orders closing the United Kingdom to the entry of cattle from this Dominion, excepting under condition of immediate slaughter at the ports of entry, so that Canadian cattle may be allowed entrance into the United Kingdom as freely as before the said orders were promulgated.

And your Petitioners, as in duty bound, will ever pray, &c., &c.

Signed on behalf of
the Council of
The Montreal Board of Trade.)

Montreal, 11th March, 1896.

R. BICKERDIKE,
President.
GEO. HADRILL,
Secretary.

Upon the introduction into the Imperial Parliament of legislation permanently prohibiting the entry of live stock into the United Kingdom, the Council addressed the Dominion Premier urging that the most strenuous efforts be put forth by his government for the defeat of the proposed legislation, and the Council also cabled the High Commissioner's office in London as follows : " Please represent that the Montreal Board of Trade earnestly protests against Bill prohibiting importation of cattle, " because it renders permanent, regulations whereunder Canadian interests " suffer so unjustly." The High Commissioner's Secretary in acknow-

ledging this cablegram said that it was communicated to the Secretary of State for the Colonies and to the newspapers, and that whatever might be the result of our protests against the Bill in question, he thought the Council would admit, when it saw the papers that are to be presented to Parliament, that everything possible had been done to protect the important interests that were involved. The bill, however, became law, and our live stock is therefore permanently prohibited from entry into the United Kingdom.

DESIRED EXPORT OF UNITED STATES CATTLE VIA MONTREAL.

The following resolution adopted at the April quarterly meeting was communicated to the Minister of Agriculture :—

“That in view of Canadian cattle being scheduled for slaughter at English ports, and treated the same as American cattle, it is advisable that the Dominion Government should be requested to allow American cattle to be exported in quarantine via the port of Montreal.”

Subsequently at instance of the Department of Agriculture Dr. McEachran, chief veterinary inspector, attended a joint meeting of the shipping interest and cattle exporters, at which after full discussion the following resolution was adopted and communicated to the Minister of Agriculture with a request that he would receive a deputation in support of its recommendations :—

“That as the schedule in Great Britain forbidding the importation of live cattle into that country excepting under condition of slaughter within ten days, is likely to be permanent, this meeting of cattle shippers and ship owners and agents hereby urges the Dominion Government to forthwith allow U. S. cattle to be exported in bond via the port of Montreal and other Canadian ports as permitted via St. John N. B.”

Although the Minister (Hon. Dr. Montague) endeavoured to fulfil the desire of that meeting that he should receive a deputation on this subject, other arrangements occupied him until after the change of Government. In September both these resolutions were communicated to the new Minister (Hon. Sydney Fisher), who replied that he was very glad to take communication thereof, and that they would be considered in the discussion of the matters at issue.

MINISTER OF TRADE AND COMMERCE REQUESTS SUGGESTIONS AS TO POSSIBILITIES OF EXTENSION OF EXPORT TRADE OF THIS COUNTRY.

Upon receipt of an intimation that the Minister of Trade and Commerce desired to receive any suggestions respecting the possible increase

of the export trade of this country, the Council referred the matter to the following special committee, which gave much time to the matter:— Messrs. John McKergow, (Chairman) Chas. Chaput, Jas. Crathern, David McFarlane, Wm. McNally, Henry Miles and Wm. Nivin. That committee issued a circular to each member of this Board and to others likely to afford information on the subject, asking for replies to the following queries propounded by the Minister:—

1. Whether you have to report any material alterations within the past year in the quantities and values of the principle articles now exported from your section of the Dominion to other countries.
2. Whether in your opinion the traffic in any of these articles could readily be increased, and if so, in which classes and to what countries.
3. Whether there are any other articles which you consider might be exported to advantage, and if so, which, and to what markets.

To that circular a number of replies were received, a digest of which was made, and both the replies and the digest were forwarded to the Minister for his information, together with the following suggestions towards facilitating and increasing the exports of our natural and manufactured products:—

- 1 The deepening of our canals to a uniform depth of fourteen feet.
2. The broadening and deepening of the channel between Montreal and Quebec to enable steamers of the largest and most modern type to come up to Montreal with safety.
3. The improvement of the railway service to the wharves, thus lessening the cost of handling between railways and steamers.
4. A complete and comprehensive system of refrigeration on land and sea, which we believe will vastly increase the exports of all kinds of produce, such as butter, cheese, apples and other kinds of fruits, eggs, meats, etc.
5. Our merchants feel the necessity of greater knowledge of the wants and requirements of other countries, and believe if this could be furnished, exports would follow in many quarters not now touched by our people, and we suggest that consular reports be obtained, such as the British and United States Governments now obtain from their consuls.
6. To enable our manufacturers to export their products, a rebate equal to ninety per cent of the duties paid be refunded on all such exports.
7. The fact is indisputable, that to manufacture goods at the lowest cost they must be made in large quantities, our manufacturing industries therefore while competing for the trade of this country would undoubtedly be strengthened if outlets could be found outside of Canada, thus enabling them to increase their output, and give employment to a large number of our people. Italy seems to afford an outlet for dried fish, lumber, etc., while with improved facilities to the West Indies, South America, etc., a large field would be opened up for many of our manufactured products, such as boots, shoes, paints, varnish, lumber, also many agricultural products.

In acknowledging the Council's reply, the Deputy Minister wrote as follows :—" I am pleased to note your painstaking efforts in bringing the matter before the different sections of your Board and the very intelligent answers that have resulted from them, and I have to assure you that the matter will receive the earnest consideration of the Minister."

TRADE WITH THE BRITISH WEST INDIES.

The following extract from the report of the Trinidad Chamber of Commerce on trade with the United Kingdom and its Colonies is quoted here as likely to be of interest to many members of the Board :—

" Of late years the Government of Canada has made most laudable efforts by the establishment of commercial agencies throughout the islands, and by other means, to obtain a share of that trade for which the natural resources of the Dominion seems so eminently adapted. But unfortunately Canadian exporters have shown the same disinclination or want of capacity to adapt themselves to the special requirements—notably in the case of the packing of goods—of these tropical markets as has marked the British manufacturer, and with a similar result. Attempts to make reciprocal arrangements whereby the products of Canada and the British West Indies would be received in either country on favoured terms as to duty, etc., have fallen through, but even without such advantageous conditions, it is certain that trade with Canada is capable of considerable extension."

MANCHESTER SHIP CANAL.

On August 31st an impromptu meeting of members of the Board was held in the Council Chamber to afford Mr. Marshall Stevens, Manager of the Manchester Ship Canal, an opportunity of addressing them with respect to direct consignments to that port, and the need of a direct line of steamers between the port of Montreal and the port of Manchester. There was a good attendance, and Mr. Stevens' address was able and interesting.

CIRCULATION IN CANADA OF UNITED STATES SILVER COIN.

In May the Council adopted a resolution with respect to the quantity of United States silver coinage in use in this country, and the need for legislation for the prevention of its circulation here, but the difficulty was soon afterwards settled by the Banks and Street Railway Co. refusing to receive such coin, which action so alarmed the public that U. S. silver coinage soon disappeared from circulation.

MINISTER OF TRADE AND COMMERCE AND CONTROLLER OF CUSTOMS CONSENT TO NOTIFY COUNCIL OF THEIR OFFICIAL VISITS TO THIS CITY.

At request of the Wholesale Grocers' Association the Council wrote the Minister of Trade and Commerce and the Controller of Customs

asking that due notice be given to this Board of all their visits to this City made for the purpose of discussing matters pertaining to the Customs Department, and both the Honourable Mr. Ives and the Honourable Mr. Wood wrote promising compliance with this request, which promise was subsequently fulfilled. The Council hopes that the gentlemen holding these offices in the present Government will continue a practice so much appreciated by importers.

SUBSTITUTION OF GOODS UNDER WAREHOUSE RECEIPT.

The Council being informed that an impression prevailed that goods held under warehouse receipts could be changed at will, adopted the following resolution for publication in the newspapers:—

“That the Council of the Montreal Board of Trade desires to correct an impression which appears to prevail that the substitution of goods under warehouse receipt is allowable and a custom in Montreal, and the Council desires to make it known that such substitution is a criminal offence.”

DEPUTATION FROM WESTERN CANADA IMMIGRATION ASSOCIATION RECEIVED BY THE COUNCIL.

In March a deputation from the Western Canada Immigration Association waited upon the Council and asked that it would endorse the desire of that Association that immigration work should be carried on by the Government as a separate and distinct branch, removed as far as possible from any government influence or political pressure. The Council at its next meeting complied with that request by adopting the following resolution:—

“That the Council of the Montreal Board of Trade realizes the fact that the future of Canada, as a whole, and Eastern Canada in particular, depends largely upon the speedy settlement of this Dominion; that, in view of the bountiful harvest of the past season, this is considered a most propitious time for an organized, energetic and co-operative movement in the work of immigration; that it is believed satisfactory results in immigration can only be accomplished by placing it upon such a basis as will free it entirely from the control and influence of party politics; that this Council, therefore, strongly urges upon the Dominion Government the advisability of recognizing in a most substantial manner the movement of the citizens of Western Canada, which has been so auspiciously inaugurated by the Western Canada Immigration Association.”

ADDITIONAL WEIGHERS FOR BUTTER AND CHEESE DESIRED.

The Butter and Cheese Association in February addressed the following request to the Council:

“That in view of the rapidly increasing trade in butter and cheese, and of the great importance to such trade of having a fully qualified official weigher therefor

who can give his entire time to the same if called upon to do so, the Council should endeavour to procure the adoption of an Order in Council authorizing the appointment of an additional official weigher for Montreal."

The Council, therefore, urged upon the Government the appointment by Order in Council of an additional weigher for butter and cheese, also the revision of the Act (as suggested by the Council of 1890), whereby Boards of Trade would be empowered to appoint, after due examination, as many weighers, measurers and gaugers for all kinds of articles as may to them seem expedient. These representations were acknowledged on 9th March by the Minister of Trade and Commerce, who said that he would have a talk with the Controller of Customs about the matter and would then write more fully. No further communication was, however, received from the Minister, and representations to the present Government will doubtless have to be made.

THE FLOUR TRADE DESIRES APPOINTMENT OF A FLOUR INSPECTOR.

In October the following requisition was received, signed by twenty-nine flour dealers of this city:

"We, the undersigned, desire to place before you the fact that great inconvenience is suffered by the flour trade of Montreal from the lack of a duly appointed flour inspector. The inability of shippers to give the customary guarantee as to condition of grade to buyers has seriously affected the export trade of the port, and in the opinion of the undersigned it is imperative that an inspector should be appointed at once if what remains of the export business is to be conserved. We therefore request you to bring the matter to the attention of the Government."

To this a reply was sent stating that the appointment of inspectors was governed by the Inspection Act, and that the first step provided therein towards such an appointment is the examination of the applicants for the office by the Board of Examiners, and, therefore, if the signers of the requisition know of any person willing to accept the flour inspectorship, the Council suggested that they notify the Secretary, so that their examination by the Board of Examiners may be arranged for, after which the Government would make the appointment from among those who might pass the examination successfully; also that the difficulty in the matter is that inspectors are remunerated solely by the fees from their respective offices, and that in the case of flour the fees did not, towards the end of the last inspector's term, much more than cover the expenses of the office, hence, when the vacancy was advertised in April, 1892, there was not a single applicant for that inspectorship.

BRITISH COLUMBIA BOARD OF TRADE ASKS COUNCIL'S VIEWS AS TO MINING
LEGISLATION IN THAT PROVINCE.

The mining committee of the British Columbia Board of Trade addressed a lengthy communication to the Council, expressing that committee's desire for the Council's views as to the need for remedial legislation respecting mining in that Province, and a reply was forwarded recommending,—that the present provincial laws be enforced,—that annual reports should be required from all companies,—that the Government should require a certain percentage of capital to be in sight before registration,—that the clause of the British Columbia act be amended so that one-third of the directors be residents of British Columbia, instead of two-thirds as at present,—and that legislation should be framed providing that instead of stock being sold at a heavy discount it should be sold with a percentage paid up, the purchaser being liable for the balance as in ordinary stock companies transactions. The reply concluded with a recommendation that certain clauses of the statutes of this Province governing joint stock companies should be adopted.

ROCHESTER, N. Y., CHAMBER OF COMMERCE FAVOURS THE ESTABLISHMENT
OF A PERMANENT COURT OF INTERNATIONAL ARBITRATION.

The Rochester Chamber of Commerce communicated a series of resolutions favouring the establishment of a permanent court of international arbitration constituted for the decision, by rules of law, of controversies between the peoples and governments of the United States and the British Empire, excepting those involving the honour or autonomy of either, also for the speedy and amicable adjustment of the boundary line between the United States and the possessions of Great Britain. The Rochester Chamber had written that similar action on the part of the Montreal Board of Trade would aid materially in forwarding the movement for the formation of an international tribunal as indicated in its resolution, and the Council thereafter adopted a resolution, which was communicated to the Rochester Chamber, expressing its entire approval of any steps taken towards procuring the adoption of some peaceful method of settling international differences, and to make the possibility of any interruption to friendly intercourse between the United States and the British Empire very remote.

INSPECTION AND OTHER OFFICES.

Inspection of Flour and Meal.—Inspector, none. Board of Examiners, 1896, A. E. GAGNON, W. A. HASTINGS, J. E. HUNSICKER, JAS. S. NORRIS, J. LIONEL SMITH.

Selection of Standard Samples of Flour.—The Government appointed by Order in Council of 27th October, the following Board for the selection of standard samples of flour, to meet in the city of Montreal at the call of the Chairman, between the 1st and 15th November, 1896: O. M. GOULD, chairman; HENRY W. RAPHAEL, A. E. GAGNON, and DAVID ROBERTSON, Montreal; WILLIAM BRODIE, Quebec; WILLIAM GALBRAITH and J. L. SPINK, Toronto; W. G. BAILEY, Hamilton; J. D. SAUNBY, London; ROBERT NOBLE, Dominion Millers' Association, Toronto; ROBERT MUIR, Winnipeg.

The meeting was held in this building on 5th November, the whole Board being present. The samples were duly selected and forwarded through the Department of Inland Revenue to the Boards of Trade at Quebec, Toronto, Hamilton, London and Winnipeg, and the Dominion Millers' Association, Toronto.

Inspection of Wheat and other Grain.—Inspector, HOSPICE LABELLE; Deputy Inspectors, ALEX. BOYER and GUSTAVE LABELLE. Board of Examiners, 1896, ROBERT PEDDIE, chairman; R. M. ESDAILE, AUGUSTE GIRARD, A. G. McBEAN, ADAM G. THOMSON.

Selection of Standard Samples of Grain.—The Government appointed R. M. ESDAILE, ADAM G. THOMSON and ALEXANDER McFEE to represent Montreal at the Toronto meeting for the selection of standard samples of grain grown east of Port Arthur, and JAMES CARRUTHERS and T. A. CRANE on the Board which met in Winnipeg to select standards for grain grown west of Port Arthur. Messrs. ESDAILE and THOMSON being unable to attend the Toronto meeting, the Government authorized Messrs. JOS. QUINTAL and E. F. CRAIG to take their places, and Mr. JAMES CARRUTHERS being prevented from proceeding to Winnipeg Mr. O. M. GOULD was named in his place and duly attended.

Inspection of Hay.—Inspector, HOSPICE LABELLE, Board of Examiners 1896, JNO. CROWE, Chairman; JOS. ROBILLARD, WM. CUNNINGHAM, C. B. ESDAILE, JOS. QUINTAL.

Inspection of Leather and Raw Hides.—Inspector of Leather, J. H. MOONEY; Inspector of Raw Hides, ANSELME BISSONNETTE. Board of Examiners 1896, JAS. LINTON, F. C. A. McINDOE, JAS. PRICE, THAXTER SHAW, J. ALEX STEVENSON.

On 3rd March the Government cancelled the Order in Council of 12th April 1886 establishing the county of Hochelaga a division for the purpose of carrying out the provisions of the Inspection Act in connection with the inspection of leather and raw hides under the said Act, thus

meeting the desire expressed last year that the County and City Inspectorships should be amalgamated. On 5th May, Mr. J. H. Mooney and Mr. Flavien Genest were appointed joint Inspectors of raw hides, but this appointment was cancelled by the present Government and Mr. Anselme Bissonnette appointed Inspector in their stead.

Inspection of Beef and Pork.—Inspector, JAMES DOHENY. Board of Examiners, 1896, JAMES ALLEN, PETER LAING, M. J. MCGRAIL, W. H. MASTERMAN, STEWART MUNN.

Inspection of Pot Ashes and Pearl Ashes.—Inspector, EDWARD J. MAJOR. Board of Examiners, 1896, JNO. E. KIRKPATRICK, Chairman; CHAS. H. CUNNINGHAM, HENRY DOBELL, JAMES C. SINTON, D. T. TEES.

The Board of Examiners on the 13th February, 1896, renewed former representations to the Government urging that the inspection of Ashes be made compulsory as the only means of assuring to the purchaser reliable and uniform grades thereof, which assurance the Board declared to be absolutely necessary to the continued existence of the trade in Pot and Pearl Ashes.

Inspection of Pickled Fish and Fish Oil.—Inspector, none. Board of Examiners, 1896, JOHN BAIRD, ALBERT HÉBERT, R. P. MCLEA, L. E. MORIN, STEWART MUNN.

Inspection of Butter.—Inspector, none. Board of Examiners, 1896, A. A. AYER, A. J. BRICE, D. A. MCPHERSON, THOS. SHAW, J. A. VAILLANCOURT.

Office of Weigher, Measurer and Gauger.—(Established prior to date of Inspection Law.) Weigher, Measurer and Gauger, D. CAMERON. Board of Examiners, 1896, A. A. AYER, THOS. J. DRUMMOND, CHARLES P. HÉBERT, JNO. E. KIRKPATRICK, D. L. LOCKERBY.

THE GRAIN AND PRODUCE TRADES.

Wheat.—The exports of wheat from this port during the past season were seven million bushels, being an increase of three and one-third millions over 1895, but the bulk of this consisted of the United States product. Owing to the decrease of supplies consequent upon the failure of crops in several producing countries, higher prices have prevailed than had been current for two or three years. The Manitoba crop yield, while up to the average, was considerably below the exceptional yield of 1895; shipments via the St. Lawrence route were, however, larger than during the previous year when scarcely any of that wheat came this way. There has been a good export demand during the season for Manitoba wheat, and the higher prices realized by the farmers should stimulate production there and induce further settlement of that Province.

Corn.—Low prices inducing consumption in Europe, and other causes have combined to increase the export of this article from 2,609,190

bushels in 1895 to 6,790,038 bushels in 1896. Corn contributes more largely to the development of trade than any other cereal by giving employment to river craft and encouraging tonnage at this port. Cheapness of transportation is an important factor in the movement of corn, the margin for handling it being very small; consequently any reduction in dues would tend to increase the business by this route, which although possessing peculiar advantages, is handicapped by the canal tolls and other charges.

Peas.—The price of this product has been depressed by the low prices of corn. There was an average crop, and the demand in England absorbed all offerings; the total exports were 1,877,262 bushels, an increase of over a million bushels above the previous year's figures.

Oats.—In consequence of a short crop in Russia there has been an active export movement to Great Britain and the continent, aggregating over two and one half million bushels, and Canadian oats met with considerable favour, the quality being better than the United States product. Prices, however, have ruled low during the season.

Barley.—The crop has not been large in Canada, and the European demand has entirely absorbed our supplies, but at low prices. The United States market has taken a little of the better grades, but the amount of business with that country is not large.

Rye.—There has been a continuous demand for shipment to Great Britain and the Continent, the total exports being 351,627 bushels.

Hay.—The export trade in this product has decreased from 22,212 tons in 1894 and 12,070 tons in 1895, to 761 tons last year. There was a fair crop in this Province and in Ontario, and up to July moderately good prices prevailed, since when the market has been dull. There has been of late some enquiry in the United States, but farmers here are asking higher prices than the U. S. producer; moreover, the lack of snow has interfered with the delivery of hay to the railways.

Flour.—The flour trade of this port was at its lowest ebb in 1895, when, in sympathy with U. S. markets, prices reached lowest points on record and demand was at zero, as is usual when prices are very low. The trade of 1896 was a gradual advancement from those very low values with an improving demand. Straight Rollers advanced from \$3.25 per brl. in January to \$4.50 and upwards in December, and Manitoba bakers from \$3.25 to \$5.00 per 196 lbs., and Spring Patents from \$3.75 to \$5.30 per brl. Mill feeds, however, were never in less demand on this

market, as, owing to the large crop and low price of coarse grains in this province, farmers have preferred to use their own grain rather than buy mill feed.

The Newfoundland trade during the past year was supplied almost entirely by U. S. flour shipped in bond, consisting chiefly of spring wheat grades in barrels at prices our millers could not compete with. This preference on the part of Newfoundland dealers for spring wheat grades from Duluth, Superior and Buffalo is a departure from their old time favourite brands from Ohio, St. Louis, &c., and may hereafter open a market in Newfoundland for Manitoba hard wheat flours.

Tables showing the receipts and shipments of grain and produce at Montreal will be found on pages 96 and 97, the aggregates of Grain Flour and Meal for the past five years being as follows :—

	1896.	1895.	1894.	1893.	1892.
Receipts..	Bush. 31,110,321	Bush. 18,035,332	Bush. 16,756,143	Bush. 28,313,035	Bush. 28,508,007
Shipments	27,847,821	15,771,364	14,777,487	27,590,556	24,355,965

Butter.—The past season has been an exceptionally good one, the output of our Creameries showing a very large increase on previous years. There has also been a marked improvement in quality, and good average prices have been obtained. There is a growing demand for our finest butter, and it is hoped that our farmers will be encouraged to go largely into the production of Creamery butter. Dairy butter is gradually going out of consumption, and as an export article will soon be obsolete.

Cheese.—The wind up of the season of 1895 was discouraging and prices were low. The make during 1896 was somewhat short of the previous year. The demand during the past season has been very good, prices advancing rapidly during the autumn, and the closing showing very moderate stocks. ; the season has been satisfactory to both the producer and exporter.

The following were the receipts and shipments of Butter and Cheese at Montreal during the past five years :—

	1896.	1895.	1894.	1893.	1892.
BUTTER.					
Receipts..	pkgs. 302,333	pkgs. 203,482	pkgs. 166,293	pkgs. 111,092	pkgs. 221,867
Shipments	177,169	77,828	38,970	84,481	115,461
CHEESE.					
Receipts...	boxes. 1,774,791	boxes. 1,796,916	boxes. 1,696,594	boxes. 1,499,499	boxes. 1,379,136
Shipments	2,015,253	1,729,651	1,705,758	1,651,737	1,630,061

N.B.—It is estimated that about 150,000 boxes more Cheese are received annually than reported, receipts from some near points and by irregular boats not being recorded.

THE LIVE STOCK EXPORT TRADE.

A new feature of the trade this year was the shipment of Canadian cattle and sheep by way of Boston, which step was due, to some extent, to the high rates of freight ruling from this port and the active demand for space. The shipments of cattle this season were 100,360 head, an increase of 3,778 head as compared with last year. The number of cattle carrying vessels that sailed from this port during the season was 274, as against 249 in 1895, 254 in 1894, 235 in 1893, and 260 in 1892.

In regard to the sheep trade, it has been a very poor season for shippers, due principally to the embargo placed on sheep last January by the Imperial Government, in consequence of which the shipments show a decrease of 136,728 head as compared with last season, the total this season being 80,671 head. The top price realized for Canadian sheep in London was 12½c, as against 14½c last year. Prices here and in the country showed very little change, and as the rates of ocean freight were, if anything, higher than last year, there was very little encouragement for shippers, and they stated more than once during the season that heavy losses were made on shipments that went forward. In the face of this they still continue to export by way of Boston, and the indications are that a large number will be shipped this winter.

Shipments of Live Stock from Montreal to particular Ports during Seasons of Navigation, 1896, 1895, 1894, 1893, with total figures for sixteen preceding years.

Port	1896.		1895.		1894.		1893.	
	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.
Liverpool.....	36,956	18,156	39,052	64,198	33,221	34,326	33,104	3,247
London.....	24,984	38,486	24,199	83,940	23,564	47,192	23,943	356
Glasgow.....	23,047	13,862	22,370	36,778	16,415	17,298	19,001	.....
Bristol.....	8,034	4,033	7,325	30,608	9,716	39,029	5,076	107
Newcastle.....	2,453	2,125	1,836	1,875	1,093	1,918	2,098	33
Manchester.....	1,060	703	.....	.....	.....	.....	.....	.....
Antwerp.....	.....	.....	.....	.....	2,761	.....	100	.....
Ports in France....	3,826	3,306	1,800	.....	834	.....	.....	.....
Total shipments.	100,360	80,671	96,582	217,399	87,604	139,763	83,322	3,743

Total shipments	Year.	Cattle.	Sheep.	Year.	Cattle.	Sheep.
	"	1892.....	98,731	15,932	1884.....	57,288	62,956
"	1891.....	109,150	32,042	1883.....	49,090	84,790
"	1890.....	123,136	43,372	1882.....	28,358	63,667
"	1889.....	85,670	59,334	1881.....	27,536	55,538
"	1888.....	60,504	45,528	1880.....	41,730	74,502
"	1887.....	64,631	36,027	1879.....	21,626	62,550
"	1886.....	63,932	93,850	1878.....	15,963	31,841
"	1885.....	61,947	39,401	1877.....	6,940	9,509

The following Table shows Approximately the Amount of Money turned over during the Business Season of 1896:—

100,360 cattle, valued at \$60	\$6,021,600
80,671 sheep, valued at \$5	403,355
Ocean freight, on cattle, at \$10 per head	1,003,600
Ocean freight, on sheep	100,838
Railway carriage, on cattle, at \$3 per head	301,080
15,000 tons hay, at \$11.00 per ton	165,000
Ship fittings, on cattle, about \$1.75 per head	175,600
Insurance, on cattle, at \$1 per head	100,360
Insurance, on sheep, at 25 cents per head	20,167
Keep at yards, on cattle	54,661
Loading fees, on cattle	54,661
Attendants for ocean voyage	90,000
Total expenditure	\$8,490,922

The shipments of horses for the season show a decrease of 2,668 head as compared with last year. The returns show that London was the favourite port, there being over five thousand head shipped to it. Trade in the early part of the season was good, and some handsome profits were made, but towards the end the market became very weak, owing to heavy supplies.

The following table shows the shipments of horses to particular ports during the year 1896, with comparative figures for 1895 :

	1896.	1895.
Liverpool.....	2,648	3,689
London.....	5,004	4,727
Glasgow.....	2,177	3,271
Bristol.....	43	327
Newcastle.....	1	218
Belfast.....	155	.....
Ports in France.....	60	523
Total.....	10,087	12,755

SESSIONS OF THE TARIFF COMMISSION IN THIS CITY.

Upon learning that the Dominion Government had appointed a commission of enquiry on the tariff, the Council, following the precedent established in April, 1893, when the Honourable Mr. Bowell and the Honourable Mr. Foster were accorded the same courtesy, tendered the Premier the use of the Council Chamber for the sessions of the Commission in this city, which offer was accepted. On 6th December telegraphic notice was received that the Ministers conducting the tariff enquiry would meet here on Wednesday morning, 16th December, and remain until Saturday, 19th December, if necessary. Intimation was at once given of this fact through the press and by blackboard notice in the Exchange Hall. A large number of applications for interviews were received, as many of which as could be crowded into the allotted four days were scheduled for interviews and notified of date and hour thereof. The members of the Commission conducting the enquiry here were the Honourable W. S. Fielding, Minister of Finance, (Chairman); Honourable Sir Richard Cartwright, Minister of Trade and Commerce; Honourable Wm. Paterson, Controller of Customs, and they were joined at times by the Honourable J. Israel Tarte, Minister of Public Works, and the Honourable C. A. Geoffrion, and, on the forenoon of the last day of the second visit, by the Premier, the Honourable Wilfrid Laurier. The work of introducing the various delegations was shared by Alderman E. G. Penny, M.P., and your President. The interviews took place in the Council Chamber, and were open to the press and the public throughout, excepting in a few instances when, at the request of the party giving evidence, the interview was private. During those four days about seventy different delegations were received, and yet there was some forty applications unheard, for whom no appointment had been made. The Ministers therefore returned here and devoted Tuesday, the 29th, and Wednesday, 30th December, to the hearing of these gentlemen, and by doing so received all who had made application to appear before them, the total number of interviews being about one hundred. The Council was much gratified to learn how very pleased the Ministers were with the arrangements made here for the sessions of the Commission, whereby they were enabled to receive so large a number of delegations and individuals without loss of time.

LIST OF NEWSPAPERS AND PERIODICALS TO BE SUPPLIED TO THE READING-ROOM DURING 1897.

CANADIAN.

- DAILY.
 Montreal.....*Gazette.
 *Herald.
 *Star.
 *Witness.
 *La Patrie.
 *La Minerve.
 Toronto.....Globe.
 Mail and Empire.
 Quebec.....*Chronicle.
 Ottawa.....Citizen.
 Hamilton.....Evening Times.
 London.....Free Press.
 Winnipeg....Free Press.
 Halifax.....Chronicle.
 St. John....Sun.
 Charlottetown Patriot.
 WEEKLY.
 Ottawa.....*Canada Gazette.
 Quebec.....*Official Gazette.
 Montreal.....*Canadian Journal
 of Fabrics.
 Canadian Journal
 of Commerce.
 Canadian Trade
 Review.
 *Trade Bulletin.
 Le Prix Courant.
 Shareholder.
 *Real Estate Record
 Le Moniteur de
 Commerce.
 Metropolitan.
 Toronto.....*Monetary Times
 *Canadian Grocer.
 *Canadian Hard-
 ware and Metal
 Merchant.
 Winnipeg....*Commercial.
 Victoria, B.C. British Colonist.
 *B.C. Canadian
 Journal.
 The Province.
 MONTHLY.
 Montreal.....*Insurance and Fin-
 ance Chronicle.
 Toronto.....*Monthly Weather
 Review.
 *Insurance Budget.
 Canadian Magazine
 Massey's Magazine.

NEWFOUNDLAND.

- DAILY.
 St. John's.....Evening Telegram.

UNITED STATES.

- DAILY.
 New York....Herald.
 Tribune.
 *Evening Post.
 *Journal of Com-
 merce & Commer-
 cial Bulletin.
 Courrier des Etats-
 Unis.
 Boston.....Herald.
 Baltimore...American.

U. S. Daily—Cont.

- Buffalo.....Courier.
 Chicago.....*Tribune.
 Minneapolis..Tribune.
 Toledo.....Blade.

BI-WEEKLY.

- Detroit.....Free Press.

WEEKLY.

- San Francisco. Weekly Call.
 St. Louis..... Weekly Globe
 Democrat.
 New Orleans.. Weekly Times
 Democrat.
 Cleveland....*Marine Review.
 Cincinnati....*Price Current.
 Chicago.....*Farmers' Review.
 New York.... Maritime Shipping
 Register.
 Iron Age.
 Engineering &
 Mining Journal
 *Electrical Engineer
 Financial & Com-
 mercial Chronicle.
 Harper's Weekly.
 Life
 Scientific American
 and Supplement.
 Forest & Stream.
 Critic.

FORTNIGHTLY.

- New York....Collector.

MONTHLY.

- New York.... Harper's
 Century
 Scribner's
 Cosmopolitan.
 Munsey's
 McClure's
 Outing.
 Review of Reviews,
 North American
 Review.
 Forum.
 *Popular Science
 Monthly.
 Art Amateur.
 Art Interchange.
 Monthly Illustrator
 Architect's Edition }
 Scientific American. }
 Boston..... Atlantic Monthly.

BRITISH.

- London.....Times (tri-weekly
 edition.)

WEEKLY.

- London.....Graphic.
 Illustrated London
 News.
 Black and White.
 Sketch (U. S. edi-
 tion).
 Punch.
 Judy.

BRITISH—Cont.

WEEKLY.

- London.....Fun.
 Army & Navy Ga-
 zette.
 Builder.
 Field.
 World.
 Truth.
 St. James Budget.
 Athenaeum.
 Spectator.
 Saturday Review.
 Speaker.
 Public Opinion.
 Economist.
 Mark Lane Express
 Fair Play.
 Canadian Gazette.
 *Review (Insurance)
 Liverpool.... Weekly Mercury.
 Manchester... Weekly Courier.
 Edinburgh.... Weekly Scotsman.
 Dublin..... Weekly Irish Times

MONTHLY.

- London.....*Chamber of Com-
 merce Journal.
 *Commerce.
 *British Trade
 Journal.
 *Board of Trade
 Journal (Gov.)
 Army List
 Fortnightly Review
 Nineteenth Century
 Contemporary
 Review.
 Review of Reviews.
 New Review.
 Macmillan's
 Magazine.
 English Illus-
 trated Magazine.
 Strand.
 Idler.
 Pall Mall Magazine.
 Leisure Hour.
 Studio.
 Art Journal
 Magazine of Art.
 Edinburgh.... Blackwood's Maga-
 zine.

QUARTERLY.

- London.....Portfolio.

ANNUAL.

- London.....Lloyd's Register.

CONTINENTAL.

WEEKLY.

- Paris.....L'Illustration.
 Le Monde Illustré.
 Le Revue de Paris.

FORTNIGHTLY.

- Paris.....Revue des deux
 Mondes.
 Le Correspondent.

N.B.—The newspapers and periodicals supplied to the Reading Room are, with the exception of those marked with an asterisk, sold by auction for the ensuing year the week before Christmas, delivery being made in the Reading Room throughout the year so soon as the succeeding issue is received.

NEW MEMBERS.

The following gentlemen were admitted to membership on the Board, and have qualified therefor:—

Admitted January 21st, 1896.

Jas. A. Cantlie, jr., with Lake of the Woods Milling Co.

G. A. Greene, of Greene, Sons & Co.

H. H. Ransom.

J. J. Riley, jr., of J. J. Riley & Sons.

D. Morgan Sexton, of Molson & Sexton.

Admitted February 11th, 1896.

J. R. Clogg, of J. R. Clogg & Co.

J. Hamilton Ferns, Real Estate Agent.

Jas. R. Gordon, of John Gordon & Sons.

Chas. M. Hays, General Manager Grand Trunk Ry.

G. Ross Robertson, of G. Ross Robertson & Sons.

B. Tooke, of Tooke Bros.

Admitted February 18th, 1896.

John Killoran.

Albert E. Ogilvie, with W. W. Ogilvie.

Geo. B. Reeve, General Traffic Manager Grand Trunk Ry.

R. Auzias Turenne, of the Canadian Produce Co.

Admitted February 25th, 1896.

E. J. Chamberlin, General Manager Canada Atlantic Ry.

Admitted March 3rd, 1896.

Alfred Chaplin, of Chaplin Bros. & Co.

O. Leger, Manager French Dept. Sun Life Assurance Co.

Admitted March 24th, 1896.

Jas. Sutherland, of Verret, Stewart & Co.

Admitted April 15th, 1896.

John Simpson, of Bell, Simpson & Co.

Admitted May 13th, 1896.

Smeaton White, of the "Gazette" Printing Co.

Admitted May 20th, 1896.

James Cochrane, of James Cochrane & Co.

Alex. Michaud, of Michaud Bros. & Co. Alfred Tarut.

Admitted May 27th, 1896.

Alexis Dupuis, of Dupuis Frères.

H. C. Telfer, Live Stock Agent.

Admitted September 9th, 1896.

John McRae, of Robert Allan & Co.

Prescott Elevator Co., per J. A. Jamieson, Manager.

Geo. Simpson, of the Royal Insurance Co.

W. J. Brennan, representing W. J. Sharples.

Robt. M. Cox, of Robert Cox & Co.

P. W. Ferns, of Peter Ferns & Son.

Admitted October 14th, 1896.

Tancrede Bienvenu, Cashier La Banque Jacques Cartier.

J. W. Grier.

W. L. Hogg, The Investment Co., Ltd.

Daniel Hoctor, of Thos. May & Co.

Admitted October 21st, 1896.

John Watson Todd, of Watson & Todd.

DEATH OF H. R. H. PRINCE HENRY OF BATTENBERG.

The following resolution was adopted at the last annual meeting of this Board :—

Resolved,—“That the members of The Montreal Board of Trade, assembled at their annual meeting, unite with their fellow-subjects of the Empire in expressing to Her Majesty the Queen, their great sympathy in her grief at the death of His Royal Highness Prince Henry of Battenberg, the husband of her youngest daughter and constant companion, Her Royal Highness the Princess Beatrice ;

“That the members of The Montreal Board of Trade avail themselves of the present opportunity to express their sorrow at the death of His Royal Highness Prince Henry of Battenberg, and to assure Her Royal Highness the Princess Beatrice of their sincere sympathy with her in this sad and sudden bereavement, and they pray that Her Royal Highness may derive some consolation from the remembrance that her husband died while engaged in active military service on behalf of the Empire.”

The following acknowledgment of that resolution was received :—

DOWNING STREET, 27th February, 1896.

MY LORD,—I am commanded by the Queen to request that you will convey to the Montreal Board of Trade the thanks of Her Majesty and Her Royal Highness Princess Beatrice for the kind message of sympathy and condolence enclosed in your Lordship's despatch No. 51 of the 7th inst.

I have, etc.,

(Signed)

J. CHAMBERLAIN.

Governor General

The Right Hon.

The Earl of Aberdeen, P. C., G. C. M. G., etc.

OBITUARY.

Mr. John Kerry, died 30th June, 1896.—Upon receiving news of Mr. Kerry's decease, a special meeting of the Council was called for the day of the funeral, at which the following resolution was adopted :

“That the Council of the Montreal Board of Trade deeply regrets the death of Mr. John Kerry, a prominent merchant of this city, and an old and highly esteemed member of this Board ;

“That the Council gratefully recalls the valuable services rendered by Mr. Kerry during the seventeen consecutive years he held office in the Board, he being its Treasurer from 1868 to 1879, its Vice-President during 1880, 1881, 1882 and 1883, and its President in 1884 and 1885 ;

“That the Council assures the family of the deceased of its sincerest sympathy with them in this bereavement, and trusts that they may find some consolation in the knowledge that Mr. Kerry's high principles, genial manner, and gentle personality will long be kindly remembered by the members of this Board, and by all with whom he came in contact ;

“That the Council attend the funeral this afternoon.”

Monseigneur Edouard Charles Fabre, Archbishop of Montreal, died 30th December, 1896.—At its first meeting after the death of this distinguished and generally beloved prelate, the Council adopted the following resolution :

“That the Council of the Board of Trade hereby expresses its deep regret at the loss the City and Province have sustained by the death of Archbishop Fabre, a man of kindly disposition and generous feelings, whose great aim and object was to foster friendly relations between our different nationalities and creeds.”

Sir Joseph Hickson, died 4th January, 1897.—The death of this distinguished citizen is greatly regretted by the Council, and at its first meeting after the funeral, the following minute was adopted :

“It is with mingled feelings of admiration, regret and sympathy that we record upon our minutes the removal by death of Sir Joseph Hickson.

“Admiration at our recollection of the ability, industry and integrity with which for sixteen years, he administered the Grand Trunk Railway of Canada, a system scarcely exceeded in extent and ramifications by any other on the continent.

“Regret at the loss, sustained by the City and Province, of his participation in the discharge of numerous important educational, charitable and financial trusts of a public character, to which his recently acquired leisure enabled him to devote attention.

“Sympathy with his afflicted family and friends at his untimely decease.

“His life, an eminently useful one, was marked by a manly sincerity and simplicity of character, unostentatious hospitality, considerate liberality and unswerving integrity.

“He was a good man and a just.”

THE COUNCIL CONGRATULATES HER MAJESTY ON THE EXCEPTIONAL
PROLONGATION OF HER REIGN.

At the regular weekly meeting of the Council, held 23rd September, reference was made to the circumstance that Her Majesty's reign had on that date exceeded that of any former English monarch. The following cablegram was thereupon addressed to Her Majesty :

HER MAJESTY THE QUEEN :

MONTREAL, Sept. 23rd, 1896.

The Council of the Montreal Board of Trade respectfully congratulates Her Majesty upon the exceptional prolongation of her reign, and prays for her continued health and happiness.

ROBERT BICKERDIKE,
President.

GEO. HADRILL,
Secretary.

To that cablegram the following reply was received :

BALMORAL, SEPT. 24, 1896.

To
ROBERT BICKERDIKE,
President of the Board of Trade, Montreal.

The Queen thanks you for kind and loyal telegram of congratulations.

PRIVATE SECRETARY.

CHANGE OF DATE OF THANKSGIVING DAY.

Representations to Dominion Premiers had, in former years, been made by the Council of this Board to the effect that the date usually selected for the observance of Thanksgiving Day (the second or third Thursday in November) was not convenient to a large section of the business community here, and that the last Thursday in November would be a more suitable date, as navigation being then ended the holiday could be more generally kept. Your Council, being in accord with those representations, addressed the Premier in September, urging that the date of Thanksgiving Day be fixed for the last Thursday in November, with the result that the Government fixed that day (26th Nov.) for its observance.

ALTERATION OF BY-LAWS.

Change of Council's Regular Weekly Meeting Day from Tuesday to Wednesday.—Tuesday being bank meeting day and an important trans-Atlantic mail day, its inconvenience as the Council's regular meeting day had long been apparent, and the Council therefore submitted at the April quarterly meeting, an amendment to the by-laws changing the day, with the result that by-law 22 was amended by the substitution of the word "Wednesday" for "Tuesday." The Council has therefore since then met on Wednesday, commencing 15th April, and has found the change of day very convenient.

New By-law governing Elections.—In compliance with an instruction from the last annual meeting, the Council prepared and obtained the adoption at the April quarterly meeting of the following by-law governing the method of conducting the annual elections of the Council and the Board of Arbitration, the provisions of which involve no change from the general procedure of recent years :—

The Council shall cause to be sent, by post, to each member of the Board, not later than the Thursday morning prior to each annual meeting, a ballot paper containing the names of all persons nominated who are eligible for election, such ballot paper to have a detachable portion for the member's signature; the ballot to be so folded that, when sealed, the signature shall be visible, and yet that it cannot be opened without removing the signature portion. A cross must be placed on left side of the names desired to be elected, and, if more than the requisite number for each office be marked, the ballot for that office will thereby be voided. Unsigned ballots, or those cast on other forms than that issued by the Council, shall not be valid.

RENEWAL OF FIRE INSURANCE ON THE BUILDING.

The various policies of fire insurance on the building having expired at sundry dates toward the end of 1895 and early in 1896, the Treasurer, with the object of renewing on the same date for the whole amount of insurance, procured an extension of those policies to 1st April, 1896, on which date new policies were taken for three years for the total sum for which the building and rental is insured, viz., \$400,000.

REPORTS OF BRANCH ASSOCIATIONS.

As usual, the annual reports of the Branch Associations of the Board are appended hereto for convenience of their respective memberships and for information of other members of the Board. These reports will be found as follows: Committee of Management of the Montreal Corn Exchange Association, p. 63-74; Montreal Wholesale Grocers' Association, p. 74-76; Montreal Wholesale Dry Goods Association, p. 76-78; Montreal Marine Underwriters' Association, p. 78-80; Montreal Butter and Cheese Association, p. 80-85; Montreal Metal and Hardware Association, p. 85-87; Bankers' Section, p. 87-88; Shoe and Leather Association, p. 89.

CONCLUSION.

It has been impossible during the greater portion of the year to procure action on the part of the Dominion Government with respect to the subjects brought to its notice by your Council, but there has been good reason for this in the exceptional condition of affairs at Ottawa. The late Government was naturally much pressed with business as the date approached for the expiration of Parliament by effluxion of time, and the present Government has been so fully occupied with the various arrangements incident to coming into office that it could not be expected to do more than promise consideration of the matters submitted to it. The Council therefore has to leave to its successors in office the further consideration of the following subjects which have engaged its attention and that of preceding Councils:—

The Freeing of the Canals from all Tolls; Reduction of Montreal Pilotage Fees; Extension of Telegraph System to the Straits of Belle Isle; the Procurement of Insolvency Legislation; the Establishment of a Board of Customs Experts; Provincial Legislation for Extended Arbitration Powers for Boards of Trade; Reduction of Postal Rates on Letters.

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STANDING COMMITTEES OF COUNCIL FOR 1896.

EXECUTIVE, BUILDING AND FLOOR.—Robert Bickerdike (President), *Chairman*; John McKergow, Chas. F. Smith, John Torrance.

READING ROOM.—Chas. F. Smith, *Chairman*; Jas. E. Rendell, David G. Thomson.

HARBOUR IMPROVEMENT AND INLAND NAVIGATION.—John Torrance, *Chairman*; Jas. Crathern, Robert Mackay, Chas McLean, David G. Thomson.

RAILWAY MATTERS.—Wm. McNally, *Chairman*; Chas. Chaput, Chas. McLean, Wm. Nivin, Jas. E. Rendell.

MUNICIPAL AFFAIRS.—F. Wolferstan Thomas, *Chairman*; Chas. Chaput, Henry Miles, Wm. Nivin, G. F. C. Smith.

PROVINCIAL LEGISLATION.—G. F. C. Smith, *Chairman*; Robert Mackay, Henry Miles, David McFarlane, F. Wolferstan Thomas.

INSOLVENCY LEGISLATION.—John McKergow, *Chairman*; Chas. F. Smith, Jas. Crathern, David McFarlane, Wm. McNally, Associate-Member, Jas. A. Cantlie.

SPECIAL COMMITTEES, 1896.

BOARD OF CUSTOMS EXPERTS.—Henry Miles, *Chairman*; Chas. Chaput, David McFarlane, Wm. McNally, Robt. Mackay.

REDUCTION OF CERTAIN PORT WARDEN FEES, Chas. F. Smith, *Chairman*; John McKergow, Chas. McLean, Jas. E. Rendell, David G. Thomson.

THIRD CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.—John Torrance, *Chairman*; Chas. Chaput, David McFarlane, G. F. C. Smith, F. Wolferstan Thomas.

CIRCULATION OF U. S. SILVER.—James Crathern, *Chairman*; David McFarlane, F. Wolferstan Thomas and the President (R. Bickerdike.)

REQUEST OF MINISTER OF TRADE AND COMMERCE FOR SUGGESTIONS *re* TRADE EXTENSION.—John McKergow, *Chairman*; Chas. Chaput, Jas. Crathern, David McFarlane, Wm. McNally, Henry Miles, Wm. Nivin.

PORT WARDEN REGULATIONS *re* SURVEYS.—Henry Miles, *Chairman*; Chas. Chaput, Jas. E. Rendell.



Montreal Board of Trade Financial Statement, 31st December, 1896.

LIABILITIES. First Mortgage Bonds..... \$300,000 00 Second Mortgage Bonds : Authorised issue..... 250,000 00 Less in Treasury un sold..... 3,400 00 Amount received on account of one Second Mortgage Bond sold but not delivered..... 40 00 Interest accrued on Bonds to date..... 2,696 25 Port Warden Surplus Funds, Loan..... 37,000 00 Bills Payable..... 19,500 00 Total Liabilities..... \$605,806 25 Surplus account : Balance at credit on 31st December, 1895..... 17,189 40 Less Revenue deficiency for 1896..... 3,437 02 \$13,749 38 \$619,555 63	ASSETS. Site and Building : Amount cost on 31st December, 1895..... \$604,301 21 Additions, 1896..... 513 32 \$604,814 53 Rentals due, current..... \$7,769 82 Arrears 1st November, 1896, estimate good..... 1,359 53 Supplies unused on hand, as per inventory..... 9,129 35 Cash in Banks..... 1,151 00 Insurance unexpired..... 1,038 52 3,422 33 \$619,555 63
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N.B.—The notice of assessment of \$9,946.38 for the Board's share of the cost of widening St. Nicholas street referred to in last year's report is still under contestation, and the Board's exact liability unknown at this date.

Montreal Board of Trade — Statement of Revenue Account to 31st December, 1896.

To Maintenance of Building Expenditure : Interest on Bonds and Loans \$28,225 44 Accrued interest on Bonds to date..... 2 6 25 Insurance paid..... \$30,801 69 Less: unexpired at date 3,422 23 Assessments..... 1,120 46 Wages..... 5,698 75 Fuel..... 9,054 94 Supplies, Repairs and General Expenses..... 2,178 35 Law charges..... 2,359 23 Provision for loss on Bills Receivable in hand..... 37 90 771 55 \$52,112 87	By Maintenance of Building Receipts : Rentals for the year,—gross..... \$47,832 56 Less : Amount written off,—bad..... 1,339 20 \$46,493 36
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To Membership Expenditure :

Rent of Offices, Taxes Fuel and Light..... \$2,500 00	Salaries..... 5,240 86
Telegraph reports..... 1,500 00	Printing, Advertising and Stationery..... 862 58
Reading Room..... 611 02	Auditor and Scrutineers..... 120 00
Telephones..... 113 38	Water..... 103 79
Postage and Telegrams..... 532 92	Chicago Grain Clearance Reports..... 50 00
Photo group of Council..... 31 95	General Expenses..... 283 26
	11,959 76

By Membership Receipts :

Ordinary membership (current, \$9,770 arrears, 500)..... \$10,270 00	Corn Exchange Association..... 1,350 00
Wholesale Grocers "..... 150 00	Marine Underwriters "..... 230 00
Butter and Cheese "..... 80 00	Metal and Hardware "..... 280 00
Shoe and Leather "..... 100 00	Bankers' Section..... 90 00
Transfer Fees..... 37 @ \$5 00 120 00	Clerks' Tickets..... 2 @ 7 50 15 00
Branch Association Membership, arrears..... 30 00	
Sale of Newspapers, Periodicals, etc.. 12,990 00	Port Warden Office, for Secretarial expenses..... 152 25
	1,000 00
Balance carried to debit of surplus account : net Revenue deficiency for the year..... \$14,142 25	
	3,437 02
	<u>\$64,072 63</u>

Abstract of Revenue Account, 1896.

Maintenance of Building Account :

Income..... \$46,463 36	Expenditure and Provision for Loss..... 52,112 87
	\$14,142 25
	<u>11,959 76</u>

Revenue deficiency..... \$5,619 51

Revenue Surplus..... 2,182 49

Net Revenue deficiency..... \$3,437 02

CHARLES F. SMITH,
Treasurer.

Auditor's Certificate.

I certify that I have examined and audited the Books and Accounts of the Board of Trade for the year ending 31st December, 1896, comparing same with Vouchers for Disbursements, Membership receipt books, and Leases of Offices rented, and that the foregoing Statements agree therewith and are correct, the valuation of property being at cost as shown in the Books without allowance for depreciation, if any.

The Supplies on hand, as per Superintendent's Certificate, are valued at cost or under, and the Cash Balances and amount of unsold Bonds have been duly verified.

It is proper to note that the charges to Revenue for the past year include provision for accrued Interest on Bonds to 31st December, amounting to \$2,966.25, not taken into account in former years, as well as a further provision of \$771.55 for possible loss on Bills Receivable in hand, and that, but for these exceptional charges, the Revenue Account would have shown a trifling surplus instead of a deficit.

MONTREAL, 11 January 1897.

GEORGE CREAK,
Chartered Accountant,
Auditor.

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REPORT OF THE COMMITTEE OF MANAGEMENT OF THE MONTREAL CORN
EXCHANGE ASSOCIATION.

To the Members of the Montreal Corn Exchange Association :

GENTLEMEN,—

The Committee of Management submits herewith a report of the business transacted by it during the past twelve months:—

Shortages on Grain.—The last annual meeting having instructed your Committee to endeavour to procure action by the railway companies respecting grain shortages, the matter was taken up at its first meeting, when Mr. J. Loud, general freight agent Grand Trunk Railway System, and Mr. G. M. Bosworth, freight traffic manager Canadian Pacific Railway Company, were invited to confer with your Committee with regard thereto. That interview took place on 3rd March, when the railway representatives were informed that shortages on grain had long been and were still a source of inconvenience and loss to the grain handling business, and that it was felt that the railway companies should come to its aid by endeavouring in some way to guarantee weights, the putting up of inexpensive elevators by the companies at certain central points for the elevating and weighing of grain from their particular districts being suggested. At request of the railway representatives the Committee subsequently communicated in writing its views in detail to the railway companies, who replied as follows: The Grand Trunk Railway System,—“That the only solution we can see is for the trade to provide an elevator at some convenient place, and arrange to weigh all kinds of grain making such charge as they think reasonable for the service. We would be willing to entertain such a proposition by providing satisfactory siding accommodation, but for which, of course, we should expect to be paid by say a charge of fifty cents per car for the extra switching.” The Canadian Pacific Railway Company,—“We shall be willing to offer you, at a nominal rental, sufficient space, say in our yards at Outremont, for the erection of an elevator which shall be under the charge and direction of your Board, or if you prefer we will operate it, charging only sufficient to cover the additional expense of weighing the grain.”

The Committee was greatly disappointed with these replies, and another interview with the railway representatives was accordingly obtained on 7th July at which the following resolution adopted by the Committee was presented to them:

“That the railway companies should erect elevators at convenient spots for the weighing of grain in transit, but if this be not practicable the trade would, the Committee believes, be prepared to pay one quarter cent per bushel for weighing grain at the existing elevators.”

In reply to this Mr. Loud, G. T. R., said that without committing his company he thought that an arrangement could be effected on the basis of a charge of $\frac{1}{4}$ cent per bushel for elevating and weighing and \$2 per car for shunting, and Mr. Bosworth, C. P. R., undertook to find out the actual cost to his company of elevating and shunting. The Committee expressed the opinion that the trade would be willing to pay the $\frac{1}{4}$ cent per bushel for elevating and weighing suggested by Mr. Loud, but not the \$2 per car for shunting, and it urged the railway companies to assume the latter charge. In conclusion Messrs. Loud and Bosworth promised to consider the representations made, but the railway companies have not as yet agreed to the Committee's propositions.

Grain Storage terms and rates.—Representations were made by letter to the railway companies and at an interview with their representatives that the term of storage should be extended from ten to twenty days to enable shippers to accumulate export lots without payment of additional storage charges. This led to a long interchange of views between your Committee and the Railway Companies, the latter being unwilling to consider the Committee's request that the storage rate on oats for export should be $\frac{1}{2}$ c. per 100 lbs. for ten days, with an additional $\frac{1}{2}$ cent for the next ten days. Finally, the following arrangement was agreed upon:—That for export grain the rates for oats shall be two cents per hundred pounds for twenty days including floating, and for heavy grain $\frac{3}{4}$ cent per bushel for twenty days not including floating, the rates for local grain to remain as at present.

Railway Freight Overcharges.—The railway representatives were informed, at an interview with them on 7th July, that the trade objects to the small increases of freight charges caused by the railway companies increasing the quantity over the bill of lading weight as the result of track scale weighing, which is frequently inaccurate. Mr. Bosworth, C.P.R., promised that hereafter, upon production of the invoice, the freight would be charged on the quantity specified thereon.

Reduced Wharfage Charges on Grain.—The Committee having on 31st March, addressed the Association's representative (Mr. John Torrance) on the Harbour Commission with respect to its desire that the wharfage charges on grain should be abolished, was gratified to receive an intimation from the Commission, on 27th May, that a reduction of twenty per cent would be made on such charges.

An additional Grade of Oats authorized.—Dealers in oats representing that they were suffering under a grievance by reason of the fact that extra heavy No. 2 oats could only be graded as No. 2 oats, the Committee agreed to ask the Government to make an additional grade of oats, to be known as "No. 2 Extra," and this request was presented to the Controller and Commissioner of Inland Revenue by your President, with Messrs. Alex. McFee and Mr. Hospice Labelle, the Grain Inspector, on 20th April, when the Commissioner said that the Montreal Board of Examiners could themselves make such a grade.

Grading of Canadian grain for export via Portland.—The following grades of grain have been agreed upon by this Association and the Toronto Board of Trade for shipment by Grand Trunk Railway System via Portland:—

No. 2 Red Winter Wheat.	No. 2 Rye,	No. 2 Buckwheat.
No. 2 White " "	No. 2 Peas,	No. 3 " "
No. 2 White Oats.	No. 3 " "	No. 2 Barley,
No. 3 " " "	No. 2 Black Eye Peas,	No. 3 " "
No. 2 Mixed Oats,	No. 2 Mummy Peas,	No. 3 Extra Barley.
No. 3 " " "	No. 2 White Eye Marrowfat Peas.	

Appointment of Boards of Examiners for Flour and Grain.—The Council of the Board of Trade requesting as usual this Committee to nominate the members of these Boards, a reply was sent stating that no change was desired in the personnel of either, and the Council thereafter re-appointed those Boards as follows:—Flour and Meal—A. E. Gagnon, W. A. Hastings, J. E. Hunsicker, Jas. S. Norris, J. Lionel Smith; Wheat and other Grain—R. M. Esdaile, Aug. Girard, A. G. McBean, Robt. Peddie, Adam G. Thomson.

Winnipeg too distant for settlement of differences of opinion between Eastern and Western Grain Inspectors.—In the event of the Montreal Grain Inspector finding himself unable to grade Manitoba grain as high as the Manitoba Inspector, he is

subject to being called upon, under provisions of an order-in-Council, to submit such differences of opinion between him and another Inspector to the Winnipeg Board of Arbitration. This is considered a hardship by the Inspector here and your Committee, and therefore on the 20th April your President with Mr. Alex. McFee and the Grain Inspector proceeded to Ottawa and there met the Honourable Mr. Prior, Controller of Inland Revenue, and Mr. E. Miall, Commissioner, and pointed out to those gentlemen the unfairness and inconvenience of the arrangement; the deputation left with the impression that the Controller favoured a change in the Act whereby the Board of Grain Examiners of the place nearest to that where the dispute arose would be empowered to arbitrate. Your committee hopes that the new Controller (Honourable Sir Henri Joly de Lotbiniere) will procure such amendment of the Inspection Act during the forthcoming session of Parliament.

Threatened exclusion of Montreal and Toronto from Board for selection of Manitoba Grain Standards.—Your Committee, noting that the Government was contemplating the exclusion of Montreal and Toronto from representation on the Board for the establishment of the Manitoba Grain Standards, co-operated with the Toronto Board of Trade and the Dominion Millers' Association in interviewing the Government with respect to this matter. Mr. Alex McFee, who represented this Association at that interview reported that the Ministers (Hon. Messrs. Ives, Wood Prior and Daly) said that the Department was considering whether it would be advisable to make a change in the Board as at present constituted, and also that the advisability of dispensing with the standards had been taken into consideration, in which case the Act alone would guide the Inspectors. The Manitoba M.P.'s represented strongly that they were the producers, and therefore that they alone should name the grades they have for sale, and the Winnipeg Board of Trade protested against any eastern representation on the Board named to fix the standards. The Montreal and Toronto delegates were agreed in representing that as heretofore there was no reason to make any change and that the standards should be selected annually and the eastern boards be represented on the board appointed for that purpose. The Ministers promised not to do anything without notifying Montreal and Toronto interests. The matter rested there until after the present Government came into power, when in September the Controller of Inland Revenue wrote stating that the Government contemplated largely increasing the representation of farmers on the standards board, but that the Controller would be pleased to hear the views of the Montreal Board. Your Committee thereupon adopted a resolution which was presented to the Controller by Messrs. Alex. McFee and T. A. Crane, who proceeded to Ottawa for that purpose, the resolution representing; That such inclusion on the Board of farmers was not desirable either in the interests of the farmers or the general interests of the trade; That farmers had never been appointed on the Boards for selection of standards of grain grown in the older Provinces, and that the Committee failed to see why an exception to this practice should be made in the case of Manitoba; and That the Committee strenuously insisted upon the right of the eastern trade being at least as fully represented as heretofore upon the Board for the selection of standards of grain grown west of Port Arthur.

The efforts of the Committee were successful in so far as representation on the Board was concerned, two Montreal representatives being appointed, but of its eighteen members, one-half were farmers.

Delay in Opening the Welland and St. Lawrence Canals.—As the result of a joint meeting between your committee and members of the shipping interest held 14th April, the Government was that day informed that some ocean steamers were

expected to sail from this port on 2nd May, and that if the canals were not opened until the 1st of May those steamers would be delayed from a week to ten days waiting for their cargoes, and therefore urging that the canals be opened not later than 22nd April. It being ascertained on 21st April that the Welland Canal would not be opened until 1st May, a special meeting of the Association was held at which a resolution was adopted detailing the serious consequences which would ensue to all parties concerned if the Welland Canal remained closed to so late a date, and emphatically urging upon the Minister of Railways and Canals the imperative necessity of ordering that strenuous and extraordinary efforts be made to have the canals opened at the earliest possible date. The reply to these representations was to the effect that every effort would be made to open the Welland Canal by the 26th or 27th of April, but that much depended upon the weather being suitable for carrying on the work of repairs below water, which work was progressing night and day. The canal was open for traffic on 28th April,

Low Water and Obstruction at Entrances of Galops and Lachine Canals.—At instance of a special meeting of this Association held 14th September, the Minister of Railways and Canals at once sent an officer of the Department to find out the cost of dredging the Galops Canal with a view to proceeding with that work, which action was considered very satisfactory by the Committee. Representations were made to the Minister on 9th October, with reference to obstructions in the Lachine Canal and at the upper entrance of the Cornwall Canal, respecting which the Minister promised that the matter would be investigated.

Canadian Marine Insurance Companies discriminate against Pin-flats.—During the last season of navigation the insurance companies took action to prohibit entirely the use of pin-flats for the carrying of grain on the classification of "standard barges," and it was intimated that it is probable that next season, pin-flats would be discriminated against as regards rates if not entirely prohibited. The Committee considers that the trade of the St. Lawrence cannot be done if pin-flats are excluded, they having carried over four and one half million bushels of grain during the past season from Kingston and Prescott to Montreal, which represents a fair proportion of the entire quantity that was water-carried to this port. The Committee therefore recommends to the incoming Committee of Management: 1. To ask the Government that British Foreign Marine Companies be permitted to do business in our inland waters on the same terms that they are now allowed to do the ocean marine risk from here; and, 2. That a sub-committee be appointed by it to meet a sub-committee of the Inland Marine Association for the purpose of considering this question in all its bearings.

Montreal, Ottawa and Georgian Bay Canal Scheme.—The Ottawa Board of Trade having requested that this Association would support this project by resolution, and also that it would be represented on a deputation asking the Dominion Government to complete the preliminary survey, the Committee of Management, after giving the matter consideration, adopted the following resolution, which was communicated to the Ottawa Board:—

"That the Committee of Management of the Montreal Corn Exchange Association hereby expresses its hearty approval of a canal system from Georgian Bay to Montreal via the Ottawa River as rendering available a natural waterway between Lake Superior and Montreal, which is shorter by 368 miles than the present route via the Welland and St. Lawrence Canals, and 435 miles less than the route to New York via Buffalo and the Erie Canal, thus making Montreal the nearest ocean port for the export of the products of the Canadian and United States Northwest, and therefore;

"That the Committee of Management will heartily join other organizations in recommending the Government to place in the estimates a sum for the completion of the preliminary surveys of that route, and the procural of full and accurate information with regard thereto."

Mr. Alexander McFee was the Committee's representative on the deputation, which on 18th February was received at Ottawa by the Premier, Sir Mackenzie Bowell, and other ministers, and he subsequently presented an interesting report of the proceedings on that occasion.

Manitoba grain crop should be exported via the St. Lawrence.—The annual meeting having directed your Committee to carefully consider the circumstance that the bulk of the Manitoba grain crop is exported via United States ports instead of by the St. Lawrence route, and to see whether such trade can be recovered and retained, the following special committee was appointed to deal with the matter: Messrs. R. M. Esdaile, A. G. McBean, Alex. McFee, R. Peddie, Adam G. Thomson, and the President. That Committee gave much time and consideration to the question, and presented a report on the 6th April in the form of a draft letter to the Premier, but, after a lengthy discussion, your Committee by a majority vote tabled same and no further action has since been taken. The report, although not adopted, is given here for your information:

The members of this Association have seen with much concern during the past two years that the bulk of the exportable wheat surplus of Manitoba, which was expected to find a market via the St. Lawrence route to the advantage of the inland and ocean carrying trade and other interests, is being exported via United States seaports.

The Committee of Management has fully considered this unfortunate diversion of a trade from which so much was hoped, and finds that one of the chief reasons for its deflection from the Canadian to the United States route is the lack of lake craft to bring the grain down from Fort William. When there is pressure for tonnage it is impossible to secure Canadian vessels adapted for the carriage of wheat, and this is not only the case in the fall, when the largest movement of Manitoba wheat takes place, but also at all seasons when there is a free movement.

The Committee believes that the Government cannot desire that our north-western exports should find a market via New York and Boston, and, therefore, that it would be ready to adopt any well considered measures which may be likely to result in confining this trade chiefly to the St. Lawrence route. The Committee, therefore, makes two suggestions: (1) Reciprocity with the United States in coasting privileges if that can be obtained, or, failing that, (2) To increase Canadian tonnage on the upper lakes.

With respect to suggestion No. 2, the Committee considers that in view of the low rates current for freight, it may be necessary, in order to secure such increase of Canadian tonnage, that the Government should grant to vessels carrying Canadian grain to a Canadian port a small annual bounty per ton for each thousand miles travelled during the season, and also a liberal bonus for the building of lake craft of sufficient carrying capacity to compete with the large United States vessels plying on the upper lakes. It is found that these large vessels can carry grain at a minimum cost, and it is necessary, if Canada is to retain the carrying trade of its own northwest, that there should be an ample supply upon the lakes of Canadian vessels of similar capacity. Such bonus and bounty would, it is believed, obviate any objection which might be advanced against permitting United States vessels to carry grain from Fort William for export.

Referring now to suggestion No. 1, the Committee believes that, judging from past experience, there is very little reason to hope for reciprocity in the coasting trade between Canada and the United States, and it therefore suggests that the Government considers whether it would not be advisable, pending the increase of Canadian tonnage on the lakes, to permit United States vessels to carry grain from Fort William to Canadian ports strictly for export. This arrangement would leave the carriage of grain intended for home use entirely to the Canadian marine.

It will be apparent from the following statements that the bulk of the exportable surplus of Manitoba wheat during the past two years has been shipped via United States seaports. As the trade is still in its infancy, a large yearly increase in the quantity available for export may reasonably be looked for, and it is therefore most urgent that active steps should be at once taken to direct this traffic into its natural channel :

	To Montreal for export by vessel.	To Buffalo by vessel.	To Ontario for local points by vessel.
May 1st to end of season 1894..	1,612,594 bush.	5,697,113 bush.	3,904,031 bush.
“ “ 1895..	591,327 “	4,715,785 “	4,497,832 “

The Committee therefore strenuously urges upon the Government the serious consideration of this question, in which so many of the vital interests of the country are concerned.

Third Congress of Chambers of Commerce of the Empire.—The invitation for this Association to be represented at that Congress having been previously accepted, your Committee appointed as its representative Mr. Kutusoff Nicolson Macfee, a Canadian now resident in London but thoroughly in touch with all that concerns the commercial interests of this country. Mr. Macfee having accepted the appointment, the following instructions with respect to the subjects announced for discussion at the Congress were agreed upon by your Committee and communicated to him :—(1) “Commercial Relations between the Mother Country and Her Colonies and Dependencies,”—Support any proposal on the lines of the following resolution adopted by the Dominion Parliament, 26th April, 1892: “That if and when the Parliament of Great Britain and Ireland admits Canadian products to the markets of the United Kingdom upon more favourable terms than it accords to the products of foreign countries, the Parliament of Canada will be prepared to accord corresponding advantages by a substantial reduction in the duties it imposes upon British manufactured goods.” (2) “Bills of Lading Reform,”—That all ocean bills of lading for grain should guarantee full outturn. (3) “Decimal system of Weights, Measures and Currency,”—Its adoption to be favoured. (4) “Imperial Penny Postage,”—Considered most desirable. (5) “Light Dues,”—Advocate their abolition as recommended by the Board of Trade at the 1892 Congress. (6) “Intercolonial Trade Relations,”—Advocate the closest relations obtainable between the various colonies. (7) “Arbitration for international disputes,”—Considered desirable.

In addition to the foregoing instructions, the Committee consented to Mr. Macfee's suggestion that he should present the following resolution with respect to Commercial Relations between the Mother Country and her Colonies and Dependencies, informing him at same time that it wished him to be thoroughly possessed of its desire that its instruction with respect to “Commercial Relations between the Mother Country and her Colonies and Dependencies” should govern his vote thereon, the Committee being strenuously opposed to any arrangements whereunder the tariff discrimination in favour of the Mother Country and the Colonies would be other than a reduction of present tariffs; also that the Committee would insist upon the principle that any arrangements shall involve a substantial reduction of the present colonial tariffs in favor of the Mother Country, and that it shall not be possible for any colony to fulfil the letter of the arrangement, but evade its spirit, by placing a prohibitory tariff on imports from Great Britain and the Colonies, and a still higher one on imports from foreign countries ;—

Whereas it is for the interest of the Empire that the ties which unite its several parts should be strengthened and that the relations between the various portions of the Empire should be rendered more intimate, and Whereas the encouragement of trade and commerce throughout the Empire is one of the best means of promoting that result, therefore Resolved, 1. That free trade should be established throughout the Empire in the following articles which are the produce of any portion of the British Empire, viz:—wheat, flour, pease, oats, barley, maize, cheese, butter, cattle, horses, meats and fish, and hay. 2. That the following customs duties shall be imposed by all governments comprised within the British Empire upon imports of the above articles when they are the produce of any country outside that Empire:—Upon wheat a specific duty of two shillings per quarter of 480 lbs; upon flour a specific duty of two shillings per sack of 280 lbs; upon pease, oats, barley, maize, cheese, butter, cattle, horses, meats and fish, and hay, an *ad valorem* duty of ten per cent. 3. That in view of the advantages conferred upon the Colonies by the above duties and in order to increase the defensive strength of the Empire, the various Colonies be recommended to contribute a proportion of the expense of maintaining and fortifying the various harbours and ports throughout the Colonies in which the Imperial garrisons are now maintained, such as Halifax, Vancouver, St. Simon's Bay, etc. 4. That throughout the British Empire a maximum and minimum tariff, which may be modified in each Colony according to the peculiar needs of each, be imposed upon all the manufactures imported into the Empire, the maximum tariff being ten per cent more than the minimum tariff; it being a fixed principle that the minimum tariff shall be a reduction from the present tariffs; that no duty at all or the minimum tariff be imposed upon the imports of manufactures of the British Empire into any portion of the same, and the maximum tariff upon the imports of manufactures of other countries than the British Empire; that an agreement to this effect be entered into for ten years between the Home Government and the various Colonies and that the details be arranged by conference between the Imperial Government and the Colonies and Dependencies.

That Congress was duly held on June 9th, 10th, 11th and 12th, and Mr. K. N. Macfee's most interesting report thereon was as follows:

"14 GREAT WINCHESTER STREET, OLD BROAD STREET,
LONDON, E.C., 20th June, 1896.

"*The President and Members of the Montreal Corn Exchange Association:*

"GENTLEMEN,—The Third Congress of the Associated Chambers of Commerce of the Empire, to which you gave me the honour of being your representative, was notable in two respects, first, for the remarkable opening address of the Honorary President, the Right Hon. Joseph Chamberlain, Secretary of State for the Colonies, in which he gave his support to a resolution for 'the creation of a British Zollverein, or Customs' Union, which would establish at once practically a free trade throughout the British Empire, but would leave the contracting parties free to make their own arrangements with regard to duties upon foreign goods, except that this is an essential condition of the proposal, that Great Britain shall consent to replace moderate duties upon certain articles of commerce which are of large production in the colonies. These articles would comprise corn, meat, wool and sugar and, perhaps, other articles of consumption in this country at present largely produced in the colonies, and which might be, under such an arrangement, wholly produced in the colonies and wholly produced by British labor. On the other hand, as I have said, the colonies, while maintaining their duties upon foreign imports, would agree to a free interchange of commodities with the rest of the Empire, and would cease to place protective duties upon any product of British labor. That is the principle of the German Zollverein, that is the principle which underlies the federation of the United States of America, and I do not doubt for a moment that if it were adopted it would be the strongest bond of union between the British race throughout the world.'

"Secondly, for the absorbing interest which the Congress took in the question of British preferential trade throughout the Empire; one-half of the time of the Congress was devoted to the discussion of this question, and when that discussion was over, there was a noticeable diminution of interest in the proceedings of the Congress. The Canadian delegates took a prominent part—in fact, a predominant part—in the Congress, both in the number and importance of the resolutions

proposed by them and the number and fullness of their speeches. The British delegates and those from the free trade colonies were strongly opposed to any fiscal change from a free trade basis. The Edinburgh Chamber of Commerce, however, proposed a resolution in favor of a closer political and commercial union between the Mother Country and the Colonies. I believe this would have been a stronger resolution than the one adopted by the Congress, and that it would have been carried by a large majority, if not unanimously, if the words "political aid" were first deleted, which the Edinburgh Chamber of Commerce were willing to do. The delegates were all extremely anxious to have the resolution in favor of closer trade relations throughout the Empire carried unanimously, and when the President offered to move from the chair the resolution finally adopted, and which had been agreed to by all the leading delegates, we all felt that it was preferable to withdraw all the other resolutions in favor of this one, as being the strongest that would carry, though it was not so strong as we desired. It reads: "That this Congress of Chambers of Commerce of the Empire is of opinion that the establishment of closer relations between the United Kingdom and the Colonies and Dependencies is an object which deserves and demands prompt and careful consideration. The Congress, therefore, respectfully represents to Her Majesty's Government that if that suggestion should be made on behalf of the Colonies or some of them, it would be right and expedient to promote such consideration and the formulation of some practical plan by summoning an Imperial Conference, fully representative of the interests involved, or by such other means as Her Majesty may be advised to adopt. That copies of this resolution be forwarded to the President, to the Prime Minister, the First Lord of the Treasury, the Secretary of State for the Colonies, the leader of the Opposition in both Houses, the High Commissioner for Canada, and the Agents General of the other Colonies."

"I had arranged with the President at the beginning of the Congress that an opportunity should be given for discussing the resolution in favor of preferential trade, of which I had given notice on your behalf, but when he made a strong appeal to those in charge of other resolutions to withdraw them in favor of the one he was to propose from the chair, I agreed to its withdrawal in common with all the other movers of resolutions upon the same subject. I perceived that there was no chance of this Congress adopting your resolution and as it had been widely circulated among the members and thoroughly discussed by them in private groups, I felt that no good purpose was served by trying to urge further discussion. There was a consensus of opinion that a general resolution was all that this Congress would adopt, and that definite concrete plans must be postponed for a future Congress. It is gratifying, however, to note that the Zollverein proposed by Mr. Chamberlain is really a step towards your proposal, being simply an extension of the first and second clauses of your resolution to all colonial products, with, perhaps, some modification of the percentages, and the change of your fourth clause practically from a minimum tariff to no tariff upon imports from other parts of the British Empire."

"I took an early opportunity of emphasizing before the Congress the point upon which you were most strenuous, namely, that preferential trade should include a substantial reduction of present colonial tariffs and not an increase."

"As to the other questions which came before the Congress, I seconded the resolution of La Chambre de Commerce, Montreal, in favor of the present local postal rates being extended to all postal matter throughout the Empire, as a stepping-stone towards universal penny postage, and it was carried unanimously. I also spoke in favor of bill-of-lading reform, and this resolution was also carried, though with some dissent."

"The resolutions in favor of the codification of the commercial law of the Empire, of uniform procedure throughout the Empire, in relation to the maturity of bills of exchange on holidays and Sundays, and in favor of arbitration for international disputes, I voted for. I gave my vote also for the abolition of light dues on shipping on the coasts of the United Kingdom, and for the adoption of the decimal system of weights and measures throughout the Empire, all of which were carried. This Congress seemed to be in favor of the adoption of a decimal system of currency, but they were not agreed as to the standard of value, whether a sovereign, or a dollar, or a shilling, or some other unit, and the question was accordingly postponed until a future Congress."

"The question of emigration was one of the most important of all those before this Congress, and had there been time I should have addressed the Congress upon

this subject, but it was the second last subject on the agenda paper, and as it was not called until it was past the time for adjournment I withdrew my name from the list of speakers and contented myself with voting in favor of the resolution.

"Taken as a whole, the Congress was a pronounced success. The questions presented for its consideration were discussed with fairness and ability, and the resolutions were all adopted with practical unanimity. Much praise was given to Sir Albert K. Rollit, M.P., for his eloquent addresses, and for his ability and impartiality as the presiding officer, and no pains were spared to make the Congress conducive to some practical result. Not the least of the benefits was that it promoted a feeling of fellowship among the delegates from colonies remote from one another. It showed them that there was an identity of interests upon the various subjects discussed, and that these interests could be best developed by closer union.

"The hospitality of the London Chamber of Commerce was worthy of its wide reputation, and the delegates were entertained at a succession of magnificent festivities which tended still further to the development of mutual friendship and fellowship among the colonial representatives. These were crowned by the final reception at the Imperial Institute given by the Right Hon. the Secretary of State for the Colonies and Mrs. Chamberlain to meet H.R.H. the Prince of Wales, the Duke and Duchess of York, who thus gave further proof of the deep interest they take in the closer union of the Colonies with the Mother Country."

I have the honour to be

Your obedient servant,

K. N. MACFEE.

Upon receipt of the foregoing the Committee adopted the following resolution of thanks to Mr. K. N. Macfee for his services in representing this Association at that Congress:—"That the Committee of Management of the Montreal Corn Exchange Association hereby records its high appreciation of the service rendered to the Association by Mr. Kutusoff Nicolson Macfee in so ably representing it at the recent Congress in London of the Chambers of Commerce of the Empire, and begs Mr. Macfee to accept its sincere thanks for the time and attention he devoted to his duties in that connection; that the Committee of Management further thanks Mr. K. N. Macfee for his interesting report of the proceedings of the Congress and his participation therein as the Association's delegate.

Conference of Chambers of Commerce of this Province.—La Chambre de Commerce having invited this Association to be represented at this conference, your Committee authorized Mr. Alex. McFee to attend same on its behalf; and he subsequently reported that after disposing of the special business for which the conference was called (*i.e.*, consideration of the subjects to be discussed at the London Congress) the conference had recommended the federation of the Chambers of Commerce of the Province, with annual meetings thereof.

Minister of Trade and Commerce asks for information as to the possibilities of increasing existing export trade.—The Minister of Trade and Commerce having intimated that he would be pleased to receive and consider any suggestions as to the possibilities of increasing existing trade or developing new traffic in any direction, the matter was carefully considered with the result that the following report was adopted and communicated to the Minister:

Development of Export Trade—Australia.—An important trade in flour has been developed with Australia, and the business at the present time would be much larger if more tonnage to that country were offering *via* Vancouver. While this development is chiefly owing to the short crop of wheat in that country, there is every reason to hope that the demand for our high-class spring wheat flour will continue even when the crops there are good. *South Africa.*—This country offers an important field for export of our flour, butter, cheese, lumber, and various other products, but shippers are unable to avail themselves of this opportunity of increasing their export business owing to the lack of direct steamship communication.

The Committee of Management, there fore, asks the Government to consider whether encouragement should not be given to steamers running direct to South Africa from a Canadian port, and also the desirability of appointing a Commissioner to foster business between the two countries. *Jamaica and other West Indian Islands.*—Export and import business to these islands is limited by the railway freight charges from and to Halifax, and were there a line of steamers running from Montreal to Jamaica and other West Indian Islands, a valuable export business would be done, and abundant inward freight would always offer. *Export of Hog Products.*—The export trade to England is steadily increasing, but it would be greatly assisted were cold storage facilities provided, as in bacon freshness and mildness are demanded by the English consumer and cold storage is necessary to preserve it in that condition. There is a demand in France for our hams, bacons and canned meats, as such Canadian products have proved to be most suited to the requirements of that country, but the irregularity of the direct steamship service is a great drawback to this trade, as bacon especially should be shipped by moderately fast steamers whose sailing dates are adhered to, it being necessary that shippers should know some little time in advance of the actual date their bacon will be shipped. A direct weekly line to France would, it is believed, largely increase this branch of the export business. The Canadian hog products are seriously discriminated against by the Canadian Railways combining to charge very high rates from the producing points in this country to the packing centres, while they bring United States goods at a much lower rate; for example, the rate from Chatham to Montreal, a distance of five hundred miles, is 35 cents per hundred pounds, while from Chicago to Montreal, a distance of one thousand miles, the rate is only 28 cents per hundred pounds; thus the purchaser of the Canadian product has to pay seven cents per hundred pounds more freight for that product than on the distant United States product.

Diversion of Export Trade from Canadian to United States routes.—The members of this Association have seen with much concern during the past two years, that the bulk of the exportable wheat surplus of Manitoba, which was expected to find a market via the St. Lawrence route—to the advantage of the ocean and inland carrying trades and other interests—is being exported by United States seaports. This deflection is, in the opinion of the Committee, chiefly owing to the lack of Ontario lake tonnage towards the close of the season when grain is offering, the consequence being that a large proportion of the wheat crop of Manitoba is shipped to Buffalo—that port thus becoming a storage point for cargoes of Manitoba grain, whereas such should be conveyed to Canadian lake ports, from whence it would be exported during the winter by Canadian seaports. The Committee would urge upon the Government the serious consideration of this matter, with a view to devising means of exporting our own grain by our own route. *General Export Grain Trade via Montreal.*—There is very serious competition from the port of New York, the Erie canal being absolutely free for craft and cargo, there being no harbour dues on grain in New York harbour. Thus from Buffalo to New York wheat is carried without other than freight charges, while by the Canadian route the canal dues and Montreal wharfage charges aggregate one-half cent per bushel, which difference largely diverts the export trade from Montreal to New York, and the Committee therefore represents that these charges should be abolished in order that trade may be induced by the St. Lawrence route.

Grand Trunk Railway System withdraws from inspection the Delivery Book at the Montreal Warehousing Company's Office.—In consequence of objections raised to the delivery book at the Montreal Warehousing Company's Office being open for inspection as heretofore, the Grand Trunk Railway System informed the Committee that on and after 7th December such inspection would not be permitted, but that such information as the trade considered necessary would be supplied to the Association. It has accordingly been arranged that a daily return shall be sent to our Secretary showing quantity and description of produce received, with car numbers thereof and the names of the consignees, also that parties shall be informed at the Montreal Warehousing Company's office with respect to receipts of produce consigned to themselves.

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REPORT OF REPRESENTATIVE ON THE BOARD OF HARBOUR COMMISSIONERS.

MONTREAL, 12th January, 1897.

To the President and Committee of Management of the Montreal Corn Exchange Association :

GENTLEMEN,—A year has passed since my last report, and as is the custom, I beg leave to submit herewith, for the members of the Association a statement of matters connected with the work of the Harbour Commission, on which I have the honour to be their Representative.

The large pier at Hochelaga, nearly completed last year, has been finished and macadamised, and the basins on each side dredged to the depth of the ship canal. This makes an increase to the deep water wharfage of some 1700 feet.

The Windmill Point basin has been extended up stream to its limit, and the wharf continued round the head and a distance of some 800 feet down the southeast side. The wharf and embankment here are being made 4 feet higher than the ordinary height and some 300 feet wide, thus giving a large and elevated area adapted to the requirements of the rapidly increasing coal trade. The work on the basin and the wharf, it is fully expected, will be completed the coming season.

The guard pier has been lengthened 500 feet, thus bringing it within this same distance from the Victoria Bridge, as it was considered the opening left last year of 1000 feet was too large for safety from the ice shoves; and the action of the ice this present winter will be watched with a great deal of interest.

Dredging operations have been continued in the harbour, which had not the same depth as the ship channel below Long Point, and towards the end of October these had so far progressed as to give 13 inches more water, which was of very great benefit to the trade, and particularly to the larger class of steamers; and it is the intention of the Commission to continue these till the depth of water in the harbour is the same as in the channel, and to further prosecute them in case the Government decides to increase the depth of the channel between here and Quebec to 30 feet.

The number of steamers arrived in the harbour the past season was 660, with a tonnage of 1,200,543, and of sailing vessels 40, with a tonnage of 15,925.

The revenue of the harbour for the year was \$258,131, against \$273,542 for the previous year, showing a decrease of \$15,411—more than accounted for by the reduction in wharfage dues of 20% in June last; but an interesting feature of the revenue was that the sum collected from exports, the first time in many years, exceeded that collected from imports—the one being \$117,499, and the other \$103,278. There was also a considerable saving in the renewal of \$493,000 maturing obligations, bearing 5% and 6% interest, which have been renewed at 3½%, the Government having arranged to take the bonds and provide the money at the lower rate; but the harbour can get no further relief from this source for many years, as the next maturing obligations will not be due for ten years.

All of which is respectfully submitted,

JOHN TORRANCE,

Harbour Commissioner for the Corn Exchange Association.

Revision and Re-printing of the By-laws of the Association.—Copies of the by-laws having long since been exhausted, your Committee revised them and procured the adoption of the revision at a special meeting of the Association held 24th August. The changes made were generally such as followed naturally from the

amalgamation of this Association with the Board of Trade, relating chiefly to financial matters in which this Association is not now concerned. The other amendments were in brief, as follows :—In By-law 5, authorizing the Committee of Management to suspend a member for cause (under the old by-law there was no medium course between expulsion and acquittal). In By-law 7, providing that notice by circular shall be sufficient for calling annual and special meetings of the Association (hitherto annual meetings had to be advertised). In By-law 9, providing that the ballot at the annual meeting for the election of officers shall proceed only on such names as may be nominated by members and posted on 'Change not later than the Saturday preceding the elections (formerly nomination at the annual meeting was sufficient). In By-law 10, providing that the Committee of Management shall, at its first meeting, select a Vice-President (heretofore the President nominated an Acting-President), and generally, Providing that the by-laws may be amended at any general meeting of the Association, notice of such amendment having been given at a previous general meeting and entered upon the minutes (the old by-law required notice at one general meeting and adoption at another, which involved delay and two general meetings).

Her Majesty's prolonged Reign.—Her Majesty having on Wednesday 23rd September reigned longer than any of her predecessors on the throne, your President called the members on 'Change together, and after a brief address from him with respect to the occasion, the National Anthem was sung with great enthusiasm, and the proceedings concluded with hearty cheers for the Queen.

Membership.—The following gentlemen were admitted to membership during the year : Armand Lalonde, Canadian Passenger and Freight Agent Boston & Maine Ry. ; L. de Poliniere, Grain Merchant ; R. A. S. Allan, of Robert Allan & Co., Newfoundland Trade ; Cornelius Coughlin, Live Stock Dealer ; Frank Ross Shaw, of James Shaw & Co., Grain Merchants ; Geo. B. Reeve, Traffic Manager Grand Trunk Ry. System ; John J. Killoran, Lucien Chouillon, R. Auzias Turenne, of Canadian Produce Co., E. J. Chamberlin, Manager Canada Atlantic Ry. ; Alfred Chaplin, of Chaplin Bros. & Co., Grain Merchants ; A. E. Ogilvie, with W. W. Ogilvie, Miller ; Alex. Michaud, of Michaud Bros. & Co., Grain and Feed ; E. H. Lemay, Lumber Dealer ; Prescott Elevator Co., per J. A. Jamieson, Manager ; E. Goff Penny, M.P.

The Committee thankfully records the circumstances that not a single member of the Association died during the year. The membership on the 31st December, 1896, numbered 135, being nine more than on same date in 1895.

The whole respectfully submitted,

EDGAR JUDGE,
President.

Montreal, 12th January, 1897.

REPORT OF THE MONTREAL WHOLESALE GROCERS' ASSOCIATION.

To the President and Council of the Montreal Board of Trade.

GENTLEMEN,

The Montreal Wholesale Grocers, Association, in connection with your Board, begs to submit its annual report for the year 1896, as follows :

In spite of the circumstance that during the past year there have been several wholesale grocery firms in this city who were not connected with this Association, and who in more than one way interfered with its arrangements, the Association

has steadfastly continued to hold its own, and has maintained its agreements and carried out its business in a satisfactory manner.

The attention of the Association having been called early in the year to the fact that the Minister or Controller of Customs frequently visited this city without importers generally being aware of their presence until towards the end of their stay or even after their departure, a request was made through your Council that a few days' notice of the intended visit of the Minister or Controller should be given to Merchants, in order that they might be prepared to lay their grievances before them. This request was readily complied with and subsequently notice was given to those interested, through the daily press.

In view of the circumstance that the Council had altered its day of meeting to Wednesday, and, as the President of this Association is a member of that body, it was agreed to change the day of the Association's meetings to Thursday.

A request from the wholesale druggists that the members of this Association would decline to supply departmental and co-operative stores with proprietary medicines unless they undertook to sell those goods at not less than the advance over cost at which they were sold by retail druggists, was given due consideration, —but it was decided that, as a body, they could not see their way clear to comply with the request, leaving each firm free to act as it thought best.

The Dominion Guild meeting which was held in Toronto on 24th November was attended by delegates from this Association and one of the propositions made thereat by them, viz, that dried fruits of all kinds should be placed on the thirty day list, was carried unanimously. It was also decided, on invitation of the Montreal delegates, that the next annual meeting of the Dominion Guild should be held in this city.

The tea market has been fairly active and prices generally have been firmer, the large consignments and stock held by foreign houses from last season having practically all been disposed of. This condition has been mainly brought about by the short crops of Japan and China, and this fact alone has enhanced values generally from two to three cents per pound. Irrespective of any duty our Government may see fit to impose, teas generally are felt to be in good shape and more likely to advance than to recede. A duty of five cents per pound would not be unfavorably considered by the trade generally and would have little or no effect on the consumer, though our Association, when appearing before the Tariff Commissioners did not favor the imposition of any duty on this article.

Sugars.—The loss of supplies from Cuba is more than made up by the production of beet, which still continues very large in France and Germany. Refined have kept on a very even basis, all the year through, the trade not having suffered from the fluctuations which our neighbors have experienced. The trade generally in this staple has been satisfactory and prices have always been lower than those in the American market.

Granulated has averaged from $3\frac{3}{4}$ to 4c, being about $\frac{1}{2}$ c per lb. less than last year's prices in Canada.

In view of the proposed visit to this city of the Government Tariff Enquiry Commission, the question of recommendations to be made thereto was considered, with the result that a deputation composed of Mr. Chas. Chaput, President; Mr. Geo. A. Childs, Vice-President; Messrs. H. Laporte and S. J. Carter, was appointed to appear before the Commission and express the views of the members of the Association regarding the questions of sugars, molasses, syrups, rice and teas.

The interview proved very interesting, judging by the large number of merchants who attended, and the delegation was highly pleased with the courteous reception given it by the Commissioners.

There have been nine meetings of the Association, besides several committee meetings, held during the past year which were well attended, some firms being represented at every meeting.

The grocery trade, on the whole, has been satisfactory the past year.

The whole respectfully submitted,

CHAS. CHAPUT,

President Montreal Wholesale Grocers' Association.

REPORT OF THE MONTREAL WHOLESALE DRY GOODS ASSOCIATION.

To the President and Council of the Montreal Board of Trade:

GENTLEMEN,—

The Montreal Wholesale Dry Goods Association, in connection with your Board, begs to submit its annual report, as follows:

In December of last year and January of this, efforts were made by this Association, in conjunction with other Branch Associations of the Board of Trade, to induce the railway and steamboat companies to grant four cheap rate trade excursions to this city in each year. A large and influential deputation interviewed the chiefs of the passenger departments of the railway and steamboat companies on the subject, but, after consideration of the representations then made and consultation with their respective managements, the Passenger Agents replied that they could not consistently comply with the request. As a consequence of this decision, the only cheap rate trade excursion was that usually given at the beginning of September for the millinery openings, etc.

The circumstance that some cotton manufacturers made a practice of selling their goods direct to the retail trade resulted in this Association protesting against such practice, and requesting that the manufacturers would confine their sales strictly to the wholesale trade, and it is pleasing to note that the manufacturers saw the wisdom of the request and readily acquiesced therewith.

It having come to the notice of some of the members of this Association that a certain cotton company was in the habit of selling their goods direct to their employees, thereby injuring the trade of the retailers in that district, the company was addressed requesting that in justice to the trade no such sales should be made.

Repeated efforts towards the shortening of terms of credit have not met with that success which was hoped for, but, while no agreement limiting the terms has been signed by the trade, there is a tendency on the part of all to reduce the terms of credits on all lines of goods, many of them now being sold at not longer than four months. The question of dating has received attention from time to time, and an effort was made to induce the wholesale dry goods merchants in Toronto and Quebec to join this Association in an arrangement whereby no goods should be dated spring before 1st December, and none as fall before 1st June, but as yet it has not been possible to secure the adoption of such an arrangement.

It being felt that the uncertainty existing as to the date on which the changes in the tariff would come into operation, was resulting in serious loss to both importers and manufacturers, it was decided to petition the Government requesting that a public assurance be given that no changes in the tariff should take effect

before the 1st of July, 1897. The Metal and Hardware Association co-operated with this Association and had a similar petition prepared, the two being forwarded to the Government through the Council, and it is to be regretted that as yet nothing but a formal acknowledgment has been received thereto. This Association's petition was as follows :—

To the Honorable Wilfrid Laurier, Premier, and the Members of the Dominion Cabinet, Ottawa.

THE PETITION OF THE WHOLESALE DRY GOODS ASSOCIATION OF THE MONTREAL BOARD OF TRADE.

Respectfully sheweth :—

That the existing uncertainty as to the date on which the revised tariff will come into operation is now resulting and will continue to result in very serious loss to importers and trade generally ;

That buyers are now in Europe to place contracts for the spring trade, but their purchases must necessarily be very largely restricted unless definite instructions can be sent them as to dates of shipment, which dates must necessarily be during the months of December and January, but in no case would importers import goods in these months and subject them to present duties, with the possibility and probability of a reduction in the month of February ;

That, whereas, in past years dry goods imports were heaviest during the months of December and January, and spring goods were sold and shipped during these months and early February, the uncertainty as to the date of change in tariff will seriously interfere with next season's business, and the probability of this large trade being very much reduced is becoming greater every day ;

Wherefore, your petitioners respectfully urge that your Honourable Cabinet will speedily give its assurance that no change in the existing tariff will take effect before 1st July next, 1897, thereby alleviating the uncertainty and uneasiness that now exists, stimulating business to a healthy condition, and giving all classes of trade ample time to prepare for such changes as may be made.

And your petitioners, as in duty bound, will ever pray, &c., &c.
Montreal, Oct. 28th, 1896.

The question of what suggestions this Association should make to the Government Tariff Enquiry Commission upon its visit to this city received careful consideration, resulting in the adoption of the following resolutions, which were duly presented to the Commission :—

Resolved, That the Montreal Wholesale Dry Goods Association desiring to see corrected some of the anomalies and difficulties which at present exist owing to the various rates of duty imposed on the same class of goods, hereby recommends that the tariff be so altered as to make the duty the same on all the different articles which go to make up classes of goods, such as "cotton goods," "woollen dress goods," "woollen goods for men's wear," "linen and jute goods," "silk goods," "notion," "haberdashery," "carpets of all kinds," "knitted goods of all kinds," "caps and bonnets," "clothing of all kinds."

That this Association recommends that specific duties be done away with, making the tariff purely *ad valorem* ;

That in the opinion of this Association no goods which have gone through a process of manufacture should be permitted to come into Canada free of duty ;

That this Association hereby places itself on record as being opposed to any proposition looking to a general uniformity of tariff;

That in order to obtain a more uniform appraisement for duty, the number of ports of entry should be materially reduced.

The question of insolvency legislation has received consideration at different times, but owing to the unsettled state of politics no attempt was made to push for the immediate adoption of a new law.

The Association has lost during the year by resignation, Messrs. Stevenson, Blackader & Co., Alex. Ewan & Co., and Robert Henderson & Co., and has admitted to membership Messrs. Tooke Bros.

The whole respectfully submitted,

A. A. THIBAudeau,

President Montreal Wholesale Dry Goods Association.

REPORT OF THE MONTREAL MARINE UNDERWRITERS ASSOCIATION,

To the President and Council of the Montreal Board of Trade:

GENTLEMEN,—

The Montreal Marine Underwriters Association, in connection with your Board, begs to submit its sixth annual report, as follows:

Repeated enquiries regarding the necessity for telegraphic connections along the north shore of the Gulf of St. Lawrence to Belle Isle has procured the information from the Minister of Public Works that the work would be undertaken.

Enquiries from various sources as to what was considered the most effective method of signalling in the Gulf of St. Lawrence has resulted in a nearly unanimous recommendation of signal guns.

In reply to a protest from this Association against the loading of cattle during the heat of the day, the Minister of Marine said that there was no law to prevent such a practice, and the Association recommended that in view of the importance of the matter the Minister should take steps towards securing the adoption of an Order in Council regulating the loading of cattle.

Repeated complaints from this Association that a certain vessel sailing from this port had been loaded with cattle and cattle feed, contrary to regulations, met with a general denial from the Department of Marine, but, from the circumstance that the vessel complained of was altered on her later trips to meet the requirements, as contended by the Association, it is but fair to presume that the complaints were well founded.

At the suggestion of this Association, your Council addressed the Department of Public Works requesting that, in view of the circumstance that the moving of the ice in spring was likely to deposit boulders, gravel, ice, etc., in the ship channel, thereby endangering navigation, the channel between Montreal and Quebec be examined and dredged where necessary immediately after the ice had moved out, and it is pleasing to note that the request was complied with, thereby protecting navigation against possible accidents.

Owing to the resignation in May last of Mr. Arch. Nicoll, the President, from membership in the Association, it became necessary to fill the vacancy thus created, which was done by electing Mr. E. L. Bond to be President, Mr. J. H. Routh being elected to replace Mr. Bond as Vice-president, and Mr. W. A. W. Burnett elected Treasurer to replace Mr. Routh.

Considerable correspondence has passed between this Association and the Newfoundland Government, the Dominion Government, the Secretary of Lloyds, and other parties, regarding the urgent necessity for a signal station at Cape Pine, Nfld., but while it is understood that the plant for such a station has been lying at St. John's for a year or more, there is no evidence of any move being made towards its erection.

The necessity for increased dry dock accommodation so as to take in the larger class of steamers now coming to this port has been frequently emphasized during the past season, and this Association has approached the Department of Public Works, strongly urging that a dry dock suitable for modern vessels be built at Montreal as soon as possible, and that, to some extent, to meet the present need, the Quebec dock be enlarged.

The Government has been repeatedly addressed regarding the necessity for improvement in the light and signal service in the river and gulf, more particularly with reference to the fog signal at Belle Isle, and in June last a committee from this Association had a conference with the Deputy Minister and Chief Engineer of the Department of Marine on these matters, at which it was stated that the Chief Engineer was about to make a tour of investigation and if possible to make some immediate improvement at Belle Isle. A report of such investigation was recently asked for from the Department, and a reply received stating that the Chief Engineer visited Belle Isle in August last, and took all notes necessary for the erection of a steam fog alarm at the light station there, and that the Department is proceeding to procure the necessary machinery to erect the same next season.

The matter of the various abuses common in connection with the pilotage system has received consideration from time to time, and a special committee appointed in June last, after having gone thoroughly into the question submitted a lengthy report recommending certain changes with a view to an improvement of this important adjunct to the navigation of the St. Lawrence route, and the Montreal Harbour Board has been communicated with regarding the Committee's recommendations.

Certain obstructions to inland navigation having been brought to the attention of this Association, the Government was addressed in connection therewith, with the result that the cause thereof were enquired into and the obstructions removed.

Owing to a fire on board the S.S. Acadian while at her berth here on the 25th August, when a quantity of her cargo, composed of flour in bond from the United States was damaged, application was made to the Collector of Customs here to have the damaged flour valued by an appraiser in order that an ad valorem duty only might be collected thereon. The Collector complied with this request and had the flour valued, but the matter was subsequently settled by arbitration without such valuation being taken into account.

The use of uncovered lights while loading and unloading vessels at this port having been the cause of fire on more than one occasion, the Harbour Commissioners were addressed requesting that in the interests of the port a By-law be passed prohibiting the use of anything but covered lights, a reply being received that the request would be complied with before next season of navigation, provided the Commissioners find that they have the necessary power.

The Harbour Commissioners were also addressed requesting that they take steps to see that the by-law governing the places where lights and lamps should be kept on the wharves is absolutely enforced, it being to the knowledge of members of this Association that in some cases it is at present being violated.

The circumstance that the captain of a vessel coming to this port had applied to the Port Warden for the establishment of a load line, and had subsequently removed the same and located his vessel to a greater depth than such load line permitted, was the cause of an investigation being made by this Association looking to the punishment of offenders in such cases, but such investigation having established the fact that there was no law in Canada making compulsory the marking of load lines, this Association appointed a special committee to follow the matter up with a view to securing legislation in the direction desired.

Upon the resignation of Mr. Wm. Cunningham, representing the Marine Underwriting interests, from the Port Warden Board of Examiners, this association addressed your Council, suggesting that he be replaced by some other member of this Association, but such suggestion not being complied with, a shipping man being appointed instead, a protest was lodged with you, and a reply received that at the re-appointment of the Board in April next, this Association's request would receive consideration.

The following changes in the membership of the Association have taken place during the past year: Messrs. Arch. Nicoll, Wm. B. Evans and Wm. Cunningham have resigned, and Messrs. D. Morgan Sexton, J. J. Riley, Jr., and Gerald Lomer have joined, leaving the membership to-day as follows: E. L. Bond, W. A. W. Burnett, C. E. Gault, Gerald Lomer, J. E. Riley, J. J. Riley, jr., J. H. Routh and D. Morgan Sexton.

The whole respectfully submitted,

E. L. BOND,

President Montreal Marine Underwriter's Association.

REPORT OF MONTREAL BUTTER AND CHEESE ASSOCIATION.

To the President and Council of the Montreal Board of Trade:

GENTLEMEN:—

The Montreal Butter and Cheese Association, in connection with your Board, begs to submit its Annual Report for 1896, as follows:—

In the matter of the desirability of the universal adoption of a uniform definition for "Finest Cheese," the Committee appointed by this Association to formulate such a definition, submitted the following as being likely to meet the wants of the trade generally: Flavour, clean and pure; Body, close and good; Texture, silky or flakey; Colour, good and uniform; Finish, of good shapes and fairly uniform in size, neat in finish, good rinds, and with clean surfaces; Boxes, to be strong and close-fitting. This suggestion was adopted by the Association, approved by the Dominion Dairy Commissioner, and copies thereof distributed to the various cheese boards throughout the country, but while numerous enquiries have been received, we are yet lacking the assurance of its general adoption.

The repeated efforts of this Association during the past two years towards securing the imposition of a tax on traders from the country who sold their produce on the wharves and at the railway stations, was partially successful, the City Council having, in May last, passed a by-law providing for the collection of a tax of 1½ cents per box, package, etc., on all dairy and farm produce sold at the above mentioned places. It having subsequently, however, come to the notice of this Association

that traders were using means to evade the payment of this tax, a committee was appointed to co-operate with the city officials in seeing that it was properly imposed.

Considerable dissatisfaction existed among the members of the trade at the circumstance that they were compelled to cart their butter and cheese for the Bristol steamers of the Elder Dempster Line to the lower end of the harbour, thereby subjecting the same to a longer haul than was deemed necessary, sometimes in excessive heat with dusty and bad roads, and others in rainy weather, which often resulted in serious damage to the goods. Efforts were made by this Association, and also by the agents of the steamers in question to secure berthing accommodation higher up the harbour and nearer the shipping centre, the serious nature of the existing arrangement being pointed out to the Harbour Commissioners long before the opening of the season of navigation. Notwithstanding these representations, no change whatever was made in the direction desired, and subsequent efforts having been equally unsuccessful, the trade has been compelled to suffer from what it considered a gross injustice and a hardship throughout the whole season of navigation; a discredit to the Harbour Commissioners, and detrimental to the commercial interests of this country.

The pressing need for increased cold storage and refrigerator accommodation for butter and cheese, on land, as well as on the steamers sailing from this port, has been the subject of much study and discussion on the part of the members of this Association, the unanimous opinion being that if Canada is to maintain its supremacy in the dairy produce trade it must speedily take steps to facilitate the transportation of such products to the consuming markets in the freshest and best possible condition. At a special meeting of this Association held in January last, when the Dominion Dairy Commissioner was present, a resolution was adopted, and subsequently communicated to the Government, strongly advocating the provision of refrigerator accommodation on all steamers sailing from Montreal to the ports of London, Liverpool, Glasgow and Bristol during the months of June, July and August to the extent of at least 10,000 boxes per steamer, it being felt that such would be widely taken advantage of and receive the hearty support of the trade both here and in Great Britain. In July, this Association co-operated with representatives of the Patrons of Industry of Ontario, in again pressing this matter upon the Government, and arranged a meeting in this city for the 12th August, when the Hon. Wilfrid Laurier, Premier; the Hon. Sidney R. Fisher, Minister of Agriculture, and other members of the Dominion Cabinet, were present; as were also representatives from the principal cheese boards in the country, the Patrons of Industry, and the members of this Association. The question of cold storage and refrigerator accommodation in all their different phases was fully discussed, and the Government promised that at the earliest possible occasion, ample cold storage for farm produce would be provided, and stated that steps were now being taken to have the refrigerator accommodation on vessels sailing from this port materially increased.

The important question of the branding of cheese has occupied the attention of the Association from time to time, and the stand taken last year approving of such branding has, on two different occasions, been ratified by the trade here, and the Association is now on record as recommending that only the month and day of the month should be branded on the sides of cheese and butter, the word "Canada" being considered unnecessary, as all packages containing goods made in Canada have to be branded with the words "Canadian Produce."

In March last, strong resolutions were adopted looking to the discouragement of the manufacture of spring fodder cheese, such resolutions being printed and addressed to the various cheese factories in the Provinces of Ontario and Quebec, and it is pleasing to note that such action had the effect of limiting the production of fodder cheese and thereby maintaining a much firmer and more satisfactory market than would otherwise have existed.

It being feared that cheese makers were going to continue producing during the month of November, it was decided at a meeting of this Association to place before the factorymen the inadvisability of manufacturing this necessarily poor quality of cheese, as such would seriously interfere with the ready and profitable sale of the earlier make, as well as reduce the high standard of Canadian cheese on the English market. This advice was communicated to the factorymen through the daily press, and also by circular distributed by the members of the trade here, with, it is gratifying to state, a considerable degree of success.

The action of the Dominion Government in shipping butter direct to the English markets without giving the trade here an opportunity of examining or bidding for it, was felt to be an injustice, and a protest was lodged with the Government against its becoming a competitor of the regular exporters. The Dominion Dairy Commissioner, in replying, said that the only shipments of butter made during 1896 were from the dairy stations managed by the Government in the North-West Territories; and further, that it seemed desirable that the Department of Agriculture, acting as selling agents and trustees on behalf of the patrons, should endeavour to dispose of the products in whatever way would realize the largest net returns to the patrons who furnish the milk or cream. This reply not being considered satisfactory, it was decided to request your Council to use its influence towards procuring for the Canadian merchants and exporters an opportunity for examining, inspecting and bidding for, any and all cheese and butter the products of the Dominion Government dairy stations.

The use of impure rennet by some factorymen having resulted in the rapid deterioration in quality of the cheese so made, causing considerable loss and much annoyance to all who were unfortunate enough to purchase any, this Association took the matter up, and after full investigation and consideration of the circumstances connected therewith, decided to request the Government to take the necessary step to have all the bad rennet complained of destroyed, and suggesting that the Department of Agriculture call the attention of factorymen to the necessity of using nothing but absolutely pure rennet; this latter suggestion the Government has promised to adopt, and has also undertaken the distribution of certain recommendations made by this Association regarding the use of only perfectly kiln-dried spruce wood for butter boxes, and the lining of same with only the very best quality of parchment paper.

The Transportation Committee met the freight representatives of the Grand Trunk and Canadian Pacific Railways in May last for the purpose of coming to an arrangement regarding rates of freight on butter and cheese from western points to Montreal when such was for export, and then suggested that with a view to placing Montreal exporters on the same footing as shippers in other parts of the country, a rebate be granted (upon proof of exportation) of seventeen and one-half per cent on the local rate of freight from Toronto and west, such rebate to be based on the car load rate and to apply on both cheese and butter for car loads and also for any part

thereof. This suggestion the railway companies did not see fit to adopt, submitting instead the following arrangements:—

“We have arranged that export rates on dairy products carried on through bills of lading from Toronto and points west, will be made up on the following basis,—the current tariff rates to Boston for export less two cents per hundred pounds, (except where local tariff to Montreal is less) added to the ocean rate from Montreal. On dairy products forwarded locally from Toronto and points west to Montreal and afterwards exported, a reduction will be made to the inland export rate as provided for in the above arrangement, Montreal terminal charges being added.” This arrangement not having proved satisfactory, efforts were subsequently made to induce the railways to adopt this Association’s suggestion, but without avail.

At the request of this Association the Council addressed the Government strongly urging the desirability of the appointment of additional official weighers, particularly for butter and cheese, and while having been assured that the matter would receive careful consideration no definite action has yet been taken in the matter so far as the trade is aware.

The necessity for an improvement in the cable reports of the butter and cheese markets in England has received consideration, but as yet no definite plan towards securing the desired information has been adopted.

In view of the circumstance that the steamship companies were in the habit of changing their freight rates on butter, cheese etc., without giving notice of such intention to exporters, the companies were addressed pointing out that as an act of justice at least ten days notice of any proposed change should be given, which request was agreed to by most of the companies concerned.

Consideration of the manner in which the butter bonus granted by the Quebec Government had been distributed, resulted in the adoption of a resolution strongly advocating the discontinuance of the system of granting bonuses to creameries, and recommending that monies voted for that purpose be applied to the increasing and improving of refrigerator accommodation.

A proposition to hold a dairymen’s convention representative of the Dominion, annually in Montreal, did not meet with the approval of the members, unless it was found that representatives of the various cheese boards and Dairymen’s Associations considered such meetings would be of benefit to the trade generally.

Thus endeth the business of most importance of the Association during the past year.

In review and for your favorable consideration, I submit the following:—

Cheese.—There has been shipped during the season of navigation for 1896, 1,725,000 boxes cheese, value \$12,080,000. Members of this Association have shipped 82% or 1,413,500 boxes, value \$9,894,500. 125,000 United States cheese have come in to Canada during the past year for export. The estimated decrease in the amount of cheese made during 1896 in Canada is about 150,000 boxes, which decrease is mainly due to more butter being made and less fodder or spring cheese, coupled with the low prices of 1895 which discouraged some farmers from keeping up their dairies. The conditions for making have been favorable, feed being plentiful, unusually dry weather and a very open and mild autumn. It is pleasing to note that the wind up this season has been a far more prosperous one than its predecessor. The higher prices obtained during the autumn are chiefly attributable to a short make in England of about 15% caused by drought, coupled with about 8% less made in Canada and a larger consumption in England caused by the lower prices of the preceding season.

There are no obvious reasons why the present make of cheese should not only be maintained, but increased.

Butter.—The total export of butter during navigation 1896 was 157,321 packages, of which members of this Association have shipped about 90% or 134,000. There is an increase in the value of butter shipments this year of about \$1,040,000, the total value being about \$1,928,000. The winter dairying will also exceed a year ago. This substantial increase is almost wholly due to increased refrigeration on land and sea, and the higher relative value of this article to cheese during the summer months—the bonus offered by the Province of Quebec having had practically no effect in the increased make or in stimulating the export, inasmuch as factorymen received but a small amount of the money appropriated for the purpose, and but a very few creameries made application for the bonus. With the improved and promised refrigeration facilities offered by the Federal Government, there is every reason to expect that this industry will double and treble in the near future, and not necessarily at the expense of or a diminished make of cheese. The future of the butter interest will, more than anything, depend upon refrigeration, because mildness and freshness will at all times command in the British markets a premium of \$1 to \$2 per box of 56 lbs. The demand for butter has always increased comparatively with the population, whereas with cheese, such is not the case.

Quality.—The object lesson of “filth” in a centrifugal machine after about 3000 lbs. of milk and cream has been separated, behooves us to seriously consider the cleanliness of milk. The matter of quality in cheese and butter is paramount. The saying that there is plenty of room at the top is too true in this case, for Danish butter sells at an average of 4 to 6 cents per lb. more in competition with our creamery, and English cheese is to-day also from 4 to 6 cents per pound higher than the best Canadian. Their cows are no better than ours, and neither is their skill. In condition they are not much favoured—for distance is obliterated by the low cost of transportation and refrigeration. The facts of the case are: we are not alive to our opportunities. Cows are fed anything; kept anywhere; milked anyhow, and the milk is sometimes allowed to “aerate” in the barn; farmers, as a rule, are frequently allowed to send any kind of milk to the factory; and, often times, a cheap and inexperienced maker is employed; many of the cheese-curing rooms in the summer months are like furnaces, and in the late fall the cheese gets chilled and sometimes frozen. I would suggest for your careful consideration to lay before the Minister of Agriculture the advisability and need of compelling all farmers, by act of Parliament, to properly aerate their milk, and not to allow any cheese or butter maker to take charge of any creamery or cheeserie unless the maker first passes an examination and holds a Government certificate. Authority should also be given to the maker to refuse any unsuitable milk, and I think there should be a Government supervision of the cow-houses or barns, and also of the water the cows drink; the cheesemaker could do all this comfortably. I am sure the faithful carrying out of these matters would put \$2,000,000 to \$3,000,000 more into the farmers' pockets annually, which would mean so much greater prosperity to the country.

Refrigeration.—The present system of refrigeration on railway and steamers to Great Britain is far from being satisfactory. Considering that the best temperature for butter is about 10 degrees above zero, whilst at a temperature above say of 34°, quality will gradually deteriorate, and the usual temperature on the so-called iced

car is from 50° to 80°, and on the steamers from 40° to 55° degrees, it is not surprising that we are so far behind in the export of butter that we hardly have a rating compared with other exporting countries to British markets. The most of the refrigerators in the creameries would spoil the best made butter after being held a week. A temperature of as much below 32 degrees on the steamers as is possible is an imperative necessity; and I would suggest that instead of the refrigerator cars being iced as at present, that crushed ice and salt, put in cylinders, be substituted.

With regard to our custom of nominating the President of this Association for the Council of the Board of Trade and the possibility of his election thereto, and the duty devolving upon him of perhaps attending two meetings in a week, and perhaps the impossibility of so doing, as the meetings of the Association and of the Council may come on the same day, on these conclusions, and on account of stress of business, I think that the custom of nominating our retiring President should be adopted.

In retiring, I have to thank the members of this Association, one and all, for the courtesies they have shown me while in the chair, and especially the members of the Executive Committee for their wise counsel and assistance.

The whole respectfully submitted,

ALEX. W. GRANT,

President Montreal Butter and Cheese Association.

REPORT OF THE MONTREAL METAL AND HARDWARE ASSOCIATION.

To the President and Council of the Montreal Board of Trade:

GENTLEMEN,—

The Montreal Metal and Hardware Association, in connection with your Board begs to submit its annual report for 1896, as follows:

Towards the end of last year, and during the early part of this, repeated efforts were made by this Association towards securing the unanimous adoption by the wholesale hardware trade throughout the country of an agreement limiting the terms of credit on all heavy and shelf hardware to four months or 3 per cent. off for cash in thirty days, but while the trade in this city, as well as in Toronto, London and Guelph, expressed their willingness to enter into such an arrangement, difficulties were met with in Hamilton, certain leading firms there declining to become parties to it, and, as a consequence, this much desired adjunct to the hardware trade had to be abandoned for the present.

The existing uncertainty as to probable changes in the customs tariff, and the date on which such would come into force, operating, as it did, to the prejudice of the wholesale trade, it was decided to co-operate with the Wholesale Dry Goods Association in petitioning the Government that any changes which might be made in the tariff be not put into operation until the 1st of July next, and the following petition, which was signed by nearly all the wholesale hardware merchants and manufacturers of this city, was forwarded through the Council, and it is to be greatly regretted that as yet nothing but a formal acknowledgment thereof has been received:

To the Honourable Wilfrid Laurier, Premier, and the Members of the Dominion Cabinet, Ottawa :

THE PETITION OF THE MEMBERS OF THE METAL AND HARDWARE ASSOCIATION OF THE MONTREAL BOARD OF TRADE, AND OTHERS,

Respectfully sheweth,—

That owing to the anticipated changes in the tariff affecting the metal and hardware trade and the manufacturing thereof, the condition of business at the present time is most unsatisfactory, there being naturally a want of confidence in future values, due to the uncertainty prevailing as to the proposed changes, and also as to the date on which they will take effect ;

That in the opinion of your petitioners an assurance from your Government that the Tariff Bill would contain a provision whereunder it would not become effective until a stated subsequent date, would to a great extent remove the present uncertain feeling in business circles and immediately improve business ;

That your petitioners are aware that the practice herein suggested of delaying the operation of changes in the tariff for some time after they have become law is in vogue in the United States, for instance the tariff which passed Congress on June 10th, 1890, only came into force on October 6th, 1890, and the tariff which passed Congress in March, 1894, was not put into operation until August 28th, 1894 ;

That there is a strong feeling that if no assurance of the nature suggested is given, the present serious shrinkage in business may become alarming, and have the effect of causing merchants to limit their importations, and manufacturers to reduce their production to a considerable extent, which action will necessitate the discharge of a large number of employees during the winter and early spring months, whereas the deferring of the date of the application of the changes in the tariff would contribute to a more satisfactory state of business ;

Wherefore your petitioners being impressed with the great importance of this matter, pray that your honourable Cabinet will give a public assurance that the Tariff Act shall provide that any alteration of the duties contained therein shall not go into operation until the first day of July next ;

And your petitioners, as in duty bound, will ever pray, etc., etc.

Montreal, Oct. 28, 1896.

In anticipation of a visit to this city of the Government Commission on desired changes in the tariff, this Association met with a view to coming to an agreement as to the desired recommendations to be made to that Commission, the result of the meeting being the adoption of the following resolutions :

Resolved, That this meeting, composed as it is of wholesale hardware merchants and manufacturers, desires to impress upon the Dominion Government the danger of attempting any radical changes at the present juncture in the existing customs tariff, and places itself on record as being favourable to the development of Canadian industries and enterprise, either by a fair and reasonable protection or by a system of bounties ;

That it is of the utmost importance that the tariff arrangements now about to be made should have some degree of permanency, so that investors may be encouraged to go on with Canadian enterprises ;

That, in the opinion of this meeting, a greater uniformity and simplification of classification is desirable, as such would contribute to a better interpretation of the tariff than at present exists.

We regret to have to record since our last annual meeting the death of the following members : Messrs. A. C. Leslie and James Phymister, who were members of

the Executive Committee, and Mr. Moses Parker, one of the original members of the Association.

It was agreed that a strong effort be made to increase the membership of the Association during the coming year, and with that end in view to ask the withdrawal of the resignation of the following who had severed their connection with the Association: Messrs. E. H. Copland, G. S. Brush, H. R. Ives & Co., E. N. Heney & Co., and Geo. R. Prowse.

The whole respectfully submitted,

JAMES CRATHERN,

President Montreal Metal and Hardware Association.

REPORT OF THE BANKERS' SECTION.

To the President and Council of the Montreal Board of Trade.

GENTLEMEN,—I beg to state for the information of the Council that at the Annual Meeting of the Section, held this day, the Scrutineers, Messrs. Pease and Kennedy, reported the following elections for the ensuing year:—

Chairman of Section—Mr. THOS. McDOUGALL, General Manager Quebec Bank.

Secretary and Treasurer—Mr. W. W. L. CHIPMAN, Manager of the Clearing House.

General Committee—Messrs. J. S. MEREDITH, H. V. MEREDITH, J. PENFOLD, M. J. A. PRENDERGAST, G. H. BALFOUR, A. M. CROMBIE, EDSON L. PEASE, JAMES ELLIOT, F. KENNEDY, TANCREDE BIENVENU, THOS. F. HOW.

The Section also made unanimous choice of Mr. H. Stikeman, as their nominee for election on the Council of the Montreal Board of Trade, to represent the interests of the Section.

A hearty vote of thanks was tendered Mr. F. Wolferstan Thomas for his good services as their representative during the past year.

Mr. Tancrede Bienvenu, General Manager of La Banque Jacques Cartier, has now joined the membership of the Section.

The attention of the Council is directed to Bill No. 134 "An Act respecting Homesteads, in the Province of Quebec" discussed at the recent session of the Legislature, inasmuch as the Select Committee which studied the Bill made report merely deferring further consideration to the next Parliament. The Section is very desirous that Legislation be carefully watched, and would invoke your aid to actively oppose the Bill if re-introduced, as the exemptions which it provides would go far to injure the best interests of the Province.

The Section appreciates the co-operation of your Executive in defeating the tax clause in the amendment which was proposed to be made in the City Charter, and now thanks the Council for placing the Council Chamber at disposal of the Section for the purposes of the public meeting on 4th December last at which the proposed amendment was discussed and opposed.

A report of the operations of the local Clearing House for the year 1896 is submitted herewith.

Your obedient Servant,

H. STIKEMAN,

Retiring Chairman.

MONTREAL CLEARING HOUSE.

REPORT FOR 1896.

BANKERS SECTION OF THE MONTREAL BOARD OF TRADE.

The following is the comparison of the total monthly clearings for the last three years :—

	1896.	1895.	1894.
January.....	\$ 46,663,000	\$ 48,376,000	\$ 42,796,000
February.....	38,123,000	37,793,000	35,478,000
March.....	36,643,000	42,464,000	45,715,009
April.....	37,589,000	41,905,000	40,042,000
May.....	44,324,000	51,969,000	45,585,000
June.....	43,129,000	52,353,000	44,704,000
July.....	44,796,000	51,902,000	45,223,000
August.....	41,574,000	49,314,000	44,383,009
September.....	44,763,000	45,251,000	46,855,000
October.....	48,999,000	53,293,000	55,730,000
November.....	50,215,000	54,397,000	51,838,000
December.....	51,033,000	54,138,000	47,351,000
	\$ 527,851,000	\$ 583,160,000	\$ 546,600,000

The following show the largest and smallest transactions by weeks and days during the same period :—

Largest Week,	{ 1894, 8th Nov.....\$14,196,000	Smallest Week,	{ 1894, 23rd May.....\$ 7,863,000
	{ 1895, 11th July..... 15,264,000		{ 1895, 28th Mar..... 8,523,000
	{ 1896, 3rd Dec..... 13,832,000		{ 1896, 2nd July..... 6,897,000
Largest Day,	{ 1894, 4th Oct.....\$ 3,212,000	Smallest Day,	{ 1894, 5th Feb.....\$ 883,000
	{ 1895, 24th Dec..... 4,064,000		{ 1895, 28th Jan..... 917,277
	{ 1896, 5th Nov..... 3,289,000		{ 1896, 30th Mar..... 933,193

The average daily clearings for 1896 were \$1,725,000.

The aggregate clearings at seventy five cities in the United States as reported by *Bradstreet's*, show a decrease as compared with 1895 of 3.9 per cent., that of New York being, 3.3 per cent.; Boston, 5.4 per cent.; Philadelphia, 10.9 per cent.; Chicago, 4.3 per cent.; Montreal, 9.6 per cent.

The ten largest clearings are as follows :—

New York.....	\$28,870,775,053	Pittsburgh.....	\$745,409,317
Boston.....	4,498,124,352	Baltimore.....	720,089,773
Chicago.....	4,413,054,105	San Francisco.....	684,991,101
Philadelphia.....	3,161,770,636	Cincinnati.....	585,854,150
St. Louis.....	1,158,602,352	Montreal.....	527,851,000

Montreal continues to hold the same place as during the last four years—tenth.

W. W. L. CHIPMAN,

Manager.

Montreal, 11th January, 1897.

REPORT OF THE MONTREAL SHOE AND LEATHER ASSOCIATION.

To the President and Council of the Montreal Board of Trade :

GENTLEMEN,—

The Montreal Shoe and Leather Association, in connection with your Board, begs to submit its second annual report as follows :—

On the 1st of January last, boot and shoe manufacturers received notice from a combination of tanners calling themselves the Sole Leather Tanners' Association, to the effect that in order to secure a certain rebate of 5% on purchase of leather, users thereof must purchase from the members of that association, and from them alone. Subsequent enquiries elicited the information that the importation of Oak sole leather either in sides or backs, Goodyear insoling, and Mercury tanned sole leather for bicycle shoes, would be excepted from the conditions on which the rebate was offered ; also that the purchasing from Canadian belting manufacturers of belting leather offal, including bellies, heads, shoulders and cuttings, the products of their factories, would not interfere with claims for the rebate. A later request that the importation of high-class union leather, such as is not made in Canada, and that of Mercury tanned leather for other purposes than the manufacture of bicycle shoes, be permitted, met with a refusal from the Tanners' Association.

It is pleasing to note that the representations of this Association, backed up as they were by your Council had the desired effect of securing the amalgamation of the City of Montreal and the County of Hochelaga for the purpose of inspection of leather and raw hides, and the subsequent appointment of one inspector for the enlarged district has done much to remove the difficulties heretofore complained of, but it is hoped that during the coming year the General Inspection Act may be so amended as to more clearly define the duties of the inspectors.

Consideration of the circumstance that Canadian boot and shoe manufacturers are seriously handicapped as compared with their United States competitors owing to the condition of the Goodyear machines supplied, resulted in the Goodyear Company being addressed calling its attention to the fact that the machines in use here were not supplied with the latest improvements, and as a consequence Canadian manufacturers worked under a considerable disadvantage. Correspondence resulted in Mr. Chas. Goodyear, President of the Goodyear Shoe Machinery Company of Canada, Boston, offering to come to Montreal for the purpose of fully discussing the differences complained of, but the sudden death of that gentleman, a short time before his intended visit, has been the means of delaying action on the part of the company up to the present date.

In view of the proposed visit to this city of the Government Tariff Enquiry Commission, the questions of what recommendations this Association should make to it was under consideration at different times, and a committee appointed to lay the views of the Association before the Commission.

The whole respectfully submitted,

EDWIN THOMPSON,
President Montreal Shoe and Leather Association.

Summary Statement (by articles) of Values of Merchandise ENTERED FOR
CONSUMPTION at the Port of Montreal during the year ended 31st Dec., 1896.

	VALUE.
Ale, Beer and Porter	\$ 17,753
Animals	4,495
Books, Pamphlets, &c.	233,615
Brass, Manufactures of	119,977
BREADSTUFFS:—Grain of all kinds	28,368
Flour	7,924
Meal, Corn and Oat	1,849
Rice	100,154
Other Breadstuffs	54,603
Bicycles, Tricycles, Velocipedes, and parts of	99,187
Cars, Railway and Tram	6,530
Coal—Bituminous	94,988
Copper, Manufactures of	28,616
Cottons, Bleached or Unbleached, not dyed, colored, &c.	106,840
Bleached, dyed, colored, &c.	946,164
Clothing	133,140
Thread (not on Spools). Yarn, Warp, &c.	207,863
Thread on Spools	212,337
All other Manufact res of	179,640
Drugs and Medicines	485,671
Earthenware, Stone and Chinaware	15,377
FANCY GOODS AND EMBROIDERIES,	
Bracelets, Braids, Fringes, &c.	255,862
Laces, Collars, Nettings, &c.	210,367
All other Fancy Goods	89,787
Fish and products of	133,189
Fruits and Nuts, dried	217,461
Green (Oranges and Lemons)	248,186
All other	78,276
Furs, Manufactures of	234,913
Glass, Manufactures of,	
Bottles, Jars, Decanters, Tableware and Gas Light Shades....	171,018
Window	119,275
Plate	112,081
All other Manufactures of	55,418
Gunpowder and other Explosive Substances	28,354
Gutta Percha, Manufactures of	83,619
Hats, Caps and Bonnets, Beaver, Silk or Felt	277,408
All other	137,095
Iron and Steel, and Manufactures of,	
Band, Hoop, Sheet and Plate	430,524
Bar Iron and Railway Bars	43,239
Cutlery, Hardware, Tools and Implements	423,857
Machines, Machinery and Engines, including Locomotives	326,835
Pig Iron, Kentledge and Scrap	156,282
Stoves and Castings	20,385
Carried forward	\$ 6,968,542

Summary Statement. (by articles) of Values of Merchandise ENTERED FOR
CONSUMPTION at the Port of Montreal during the year ended 31st Dec., 1896.

	VALUE
<i>Brought forward</i>	\$ 6,968,542
Iron and Steel, and Manufacturers of, <i>continued</i> —	
Tubing.....	114,612
All other Manufactures of Iron and Steel.....	702,926
Jewellery and Watches and Manufactures of Gold and Silver.....	261,279
Lead and Manufactures of.....	82,683
Leather, all kinds.....	399,717
Boots and Shoes.....	84,167
All other Manufactures of.....	28,723
Marble, Stone and Manufactures of.....	37,120
Metals and Manufactures of.....	90,187
Musical Instruments.....	57,602
Oil, Mineral and Products of.....	116,934
Flaxseed and Linseed, raw or boiled.....	166,640
All other.....	146,733
Paints and Colors.....	339,348
Paper, Envelopes, &c.....	288,504
Pickles, Sauces, Capers, all kinds.....	23,443
Provisions, Lard, Meats, fresh and salt.....	53,914
Butter, Cheese.....	8,905
Seeds and Roots.....	79,039
Silk, Manufactures of.....	883,445
Soap, all kinds.....	74,417
Spices, ground and unground.....	35,884
Spirits, all kinds.....	340,846
Wines, Sparkling.....	69,913
Other than Sparkling.....	145,452
Sugar.....	3,780,012
Molasses and Syrups.....	180,851
Tobacco and Cigars.....	126,837
Vegetables.....	53,060
Wood, Manufactures of.....	102,475
Woollens, Carpets, Brussels and Tapestry.....	226,374
Clothing.....	225,815
Cloths, Worsteds, Coatings, &c.....	1,052,199
Dress Goods.....	1,270,687
Knitted Goods.....	290,700
Shawls.....	11,429
Yarns.....	45,256
All other Manufactures of.....	101,215
All other Dutiable Goods.....	4,517,480
Total Dutiable.....	\$23,496,365
Free.....	10,089,164
Coin and Bullion.....	5,006,948
Grand Total.....	\$38,592,477

FREE GOODS IMPORTED at the Port of Montreal during the year ended
31st December, 1896.

	VALUE.
	\$
Animals for improvement of stock	16,108
Asphaltum or Asphalt.....	1,999
Broom Corn	1,353
Coal, Anthracite	975,604
Coffee.....	315,160
Cotton Waste.....	72,515
Raw.....	376,248
Dyes, Chemicals, &c.....	704,323
Fish and products of.....	45,160
Fisheries, articles for, Nets, Seines, Lines, &c.....	10,080
Fruits, Bananas, Olives, Pineapples, &c.....	128,564
Fur, skins not dressed.....	360,325
Grease for soap making, &c.....	43,460
Hides and Skins.....	107,173
India Rubber and Gutta Percha, crude.....	678,379
Jute Cloth and Jute Yarn.....	426,449
Metals, Brass and Copper.....	360,025
Steel Rails for Railways	511,023
Iron and Steel, all other.....	490,802
Tin and Zinc	277,200
Other	34,567
Oils, Vegetable.....	21,621
Salt.....	76,668
Settler's Effects.....	236,360
Silk, raw.....	82,213
Sisal, Manilla and Hemp, undressed.....	99,397
Sugar under No. 16 D. S. imported previous to change of tariff.....	134,916
Tea	634,119
Tobacco Leaf	911,312
Wood, Cabinetmakers, &c.....	229,726
Wool.....	100,180
All other free Goods.....	1,126,135
Total	\$10,089,164
Coin and Bullion.....	5,006,948
Total Free Goods.....	\$15,096,112

GOODS EXPORTED from the Port of Montreal during the year ending
December 31st, 1896.

ARTICLES.	TOTAL EXPORTS.	
	Quantity.	Value.
		\$
THE MINE—		
Gold bearing Quartz, Dust, Nuggets, &c.....		140
Phosphates.....Tons.	299	2,990
Salt.....Tons.	300	90
Other Articles.....		281,497
Total.....		284,717
THE FISHERIES—Fish of all descriptions.....		132,098
Fish Oil.....Gals.	9,976	6,574
Total.....		138,672
THE FOREST—Ashes, Pot and Pearl (not including Leached Ashes).....Brls.	2,219	55,468
Logs—Pine.....Feat.	682,720	20,700
“ All other.....“	675,972	13,839
Lumber—Deals, Deal Ends, Planks, Boards, and other Lumber.....		3,999,041
Timber—Square.....Tons.	12,034	150,776
Other Articles.....		53,348
Total.....		4,293,172
ANIMALS AND THEIR PRODUCE—		
Horses.....	12,349	1,234,123
Horned Cattle.....	97,888	5,259,090
Swine.....	1	10
Sheep.....	72,435	328,177
Other Animals.....		31,220
Butter.....Lbs.	10,302,814	1,852,268
Cheese.....“	142,37,862	12,140,519
Eggs.....Doz	3,623,661	487,885
Meat of all kinds.....Lbs.	23,392,779	1,789,214
Wool.....“	182,362	36,234
Other Articles.....		583,545
Total.....		23,742,285
AGRICULTURAL PRODUCTS—		
Fruits—Green.....		942,843
Barley.....Bush.	189,394	65,111
Beans and Peas.....“	1,506,407	861,765
Indian Corn.....“	6,681,759	2,612,683
Rye.....“	346,590	170,086
Oats.....“	2,577,063	698,335
Wheat.....“	6,321,047	4,311,599
Other Grain.....“	212,835	89,054

GOODS EXPORTED from the Port of Montreal during the year ending
December 31st, 1896.—Continued.

ARTICLES.	TOTAL EXPORTS.	
	Quantity.	Value.
<i>AGRICULTURAL PRODUCTS Continued—</i>		\$
Flour of Wheat and Rye..... Brls.	185,74b	587,019
Indian and other Meal..... "	45,890	156,816
Malt..... Lbs.	157,600	1,592
Other Articles		476,317
Total.....		10,973,220
<i>MANUFACTURES—</i>		
Cottons, Woollens, &c.....		298,879
Iron—Pig and Scrap, Castings, Hardware, &c.....		250,520
Leather.....		758,926
Boots and Shoes.....		8,326
Manufactures of Leather, all other.....		6,449
Liquors, Spirituous and Malt, of all kinds..... Gals.	11,831 $\frac{3}{4}$	13,718
Sewing Machines.....	1,023	20,514
Ships sold to other countries..... No.	1	3,750
Tobacco, Snuff and Cigars..... Lbs.	199,683	41,180
Wood, Manufactures of, all kinds.....		183,179
Other Articles.....		941,826
Total.....		2,527,267
<i>MISCELLANEOUS ARTICLES.....</i>		88,241
Total.....		42,047,574
<i>BULLION, Gold in bars, blocks or ingots.....</i>		82,622
<i>COIN, Gold.....</i>		6,952,397
<i>Silver.....</i>		78,666
Grand Total.....		\$49,161,259

STOCKS OF GRAIN AND FLOUR IN MONTREAL ON THE FIRST SATURDAY OF EACH MONTH FROM 1889 TO 1896 INCLUSIVE.

1889.	JAN.	FEB.	MAR.	APR.	MAY.	JUNE	JULY.	AUG.	SEPT.	OCT.	NOV.	DEC.
Wheat....bush.	603,541	471,891	433,551	433,554	406,777	413,887	411,183	297,556	283,693	238,212	143,982	243,634
Corn....."	35,261	87,844	34,165	33,864	227,939	48,599	251,303	15,850	21,747	87,680	82,858	21,738
Peas....."	59,682	74,477	83,626	109,149	153,240	204,261	206,741	107,848	65,419	81,812	115,546	129,991
Oats....."	22,760	38,955	43,118	72,738	65,055	61,845	76,229	38,009	35,214	21,683	14,731	33,436
Barley....."	38,533	53,615	56,474	51,979	55,969	47,552	28,950	29,352	27,258	26,865	31,201	62,952
Rye....."	.....	.....	.....	.....	.....	.....	.....	.....	12,205	463	4,825	2,586
Flour.....brls.	98,283	96,281	95,737	103,366	99,752	94,744	80,627	71,846	68,641	61,066	57,916	62,817
1890.												
Wheat....bush.	354,286	216,407	188,858	150,477	178,674	593,673	80,056	34,069	25,717	77,002	90,973	108,667
Corn....."	19,409	21,120	21,907	75,408	170,986	172,118	159,208	41,020	5,026	62,479	11,934	3,933
Peas....."	217,872	241,303	353,877	383,860	359,517	215,977	255,128	163,670	31,072	101,849	157,554	56,550
Oats....."	63,008	140,033	163,653	104,121	104,852	98,647	112,052	125,558	58,429	20,702	74,006	66,393
Barley....."	86,403	96,386	83,776	62,693	89,015	61,213	43,557	33,223	28,557	19,203	19,295	20,125
Rye....."	9,584	32,695	43,318	51,043	56,789	48,705	43,601	.....	.....	770	5,399	12,897
Flour.....brls.	67,577	61,089	62,827	64,369	66,869	76,734	73,036	62,697	47,758	46,015	37,570	34,637
1891.												
Wheat....bush.	210,373	346,637	398,547	439,374	699,328	412,258	433,816	255,406	282,081	79,371	268,107	281,599
Corn....."	4,667	11,550	10,116	7,231	8,194	19,818	14,676	300	5,598	2,500	320	.....
Peas....."	79,754	92,043	140,416	135,825	185,881	196,939	81,919	84,617	32,385	93,813	194,820	235,266
Oats....."	169,478	185,536	212,704	246,382	239,979	136,494	146,972	111,016	66,774	127,722	99,420	86,966
Barley....."	23,412	38,394	49,577	81,471	96,162	40,710	27,871	13,269	6,414	32,714	160,947	257,700
Rye....."	23,192	26,810	29,981	23,183	37,827	7,719	.....	.....	.....	9,311	15,966	7,787
Flour.....brls.	42,418	48,054	53,279	63,947	77,246	69,756	68,716	59,931	52,626	46,148	25,232	26,671
1892.												
Wheat....bush.	289,283	593,344	530,913	584,326	689,268	600,535	574,755	427,930	413,521	477,281	492,592	370,390
Corn....."	.....	.....	1,050	.....	646	.....	.....	.....	.....	.....	17,729	15,919
Peas....."	218,258	411,438	336,262	367,578	405,818	385,974	322,187	199,088	72,898	107,089	278,690	150,337
Oats....."	79,346	146,036	243,467	401,680	512,141	512,892	802,738	623,630	266,878	351,693	421,359	172,808
Barley....."	153,216	50,291	79,435	90,413	102,869	163,099	119,172	108,846	54,022	47,363	70,292	66,221
Rye....."	12,665	41,856	31,175	38,230	39,592	31,164	15,516	2,076	2,369	2,186	6,860	8,473
Flour.....brls.	42,039	42,473	51,032	65,402	62,465	53,463	58,285	40,938	49,468	47,398	50,858	30,907
1893.												
Wheat....bush.	452,551	575,004	561,406	583,262	654,060	510,553	451,014	353,644	353,150	509,905	704,383	655,113
Corn....."	15,064	14,998	13,877	14,606	13,877	39,116	15,519	8,865	4,999	828	1,582	.....
Peas....."	270,459	340,890	354,343	362,694	471,096	462,171	410,273	310,194	209,413	192,410	222,583	312,890
Oats....."	296,667	441,221	492,959	573,152	655,784	291,696	447,819	114,400	36,161	95,036	146,144	31,452
Barley....."	83,435	78,211	33,083	87,048	87,400	87,822	81,335	88,883	58,727	51,247	46,928	55,224
Rye....."	15,810	30,444	33,794	39,487	42,438	43,544	30,044	52,977	30,367	40,467	46,582	35,704
Flour.....brls.	41,291	45,973	54,088	69,663	76,208	58,304	53,820	59,843	53,527	42,822	41,423	42,881
1894.												
Wheat....bush.	635,420	637,149	633,320	633,213	624,413	606,152	597,976	587,604	494,714	703,112	695,925	726,233
Corn....."	1,435	3,845	5,377	3,851	3,048	2,645	400	.....	.....	.....	.....	639
Peas....."	110,813	150,630	158,567	130,546	171,652	147,757	132,573	86,301	34,621	73,079	60,272	24,816
Oats....."	139,581	159,994	154,717	259,966	242,003	219,853	197,359	132,080	72,384	41,166	93,246	181,191
Barley....."	66,344	48,738	46,631	39,941	36,008	20,647	7,949	5,181	1,146	2,443	3,250	7,412
Rye....."	37,363	38,386	40,335	39,254	38,872	35,907	25,766	12,447	9,988	9,143	1,674	5,918
Flour.....brls.	54,151	57,936	66,330	72,273	70,656	54,998	50,955	38,994	37,397	35,600	21,593	22,907
1895.												
Wheat....bush.	663,814	663,591	616,711	482,932	264,856	244,700	225,214	10,230	115,487	263,145	312,489	246,388
Corn....."	3,117	1,784	1,861	2,412	7,054	27,130	5,750	2,750	.....	2,518	.....	.....
Peas....."	64,772	79,970	91,832	104,623	116,270	160,305	124,614	32,998	1,709	35,505	60,138	10,068
Oats....."	212,024	199,722	170,247	199,016	157,879	95,296	207,172	166,135	100,771	78,462	31,672	51,582
Barley....."	19,930	1,824	8,599	1,433	.....	450	627	.....	.....	621	11,856	10,437
Rye....."	5,529	5,379	5,424	5,076	4,860	4,538	4,338	4,338	4,038	2,851	2,851	2,851
Flour.....brls.	28,563	25,749	19,816	19,380	22,699	18,295	26,343	29,368	26,649	27,582	22,250	22,792
1896.												
Wheat....bush.	249,501	271,676	326,034	902,121	844,235	357,504	394,656	275,450	284,374	457,012	542,372	447,377
Corn....."	7,874	6,939	27,070	73,330	76,721	43,374	50,040	35,621	58,634	26,406	49,978	35,327
Peas....."	2,510	4,443	6,822	11,403	22,253	61,603	77,329	78,250	93,488	225,904	318,581	91,261
Oats....."	197,842	181,837	262,628	307,341	432,385	354,113	300,029	286,270	211,442	220,981	513,219	91,076
Barley....."	33,899	46,709	52,607	60,693	61,235	62,696	36,822	44,436	25,549	25,540	63,594	33,094
Rye....."	3,492	3,492	3,492	6,484	6,484	6,484	6,484	6,484	6,484	.....	13,723	20,910
Flour.....brls.	27,312	32,352	28,555	32,498	37,209	35,171	37,550	34,745	31,334	27,650	41,281	38,540

TOTAL SHIPMENTS OF PRODUCE TO PARTICULAR PORTS, VIA RIVER ST. LAWRENCE, FROM THE OPENING OF NAVIGATION, APRIL 28th, 1896 (first arrival from sea), TO THE CLOSE, NOVEMBER 23rd (last departure for sea), WITH COMPARATIVE FIGURES FOR 1895.

PORTS.	Wheat bush.	Corn bush.	Pens bush.	Oats bush.	Barley bush.	Rye bush.	Flour brl'r.	Meal brls.	Butter pcks.	Cheese boxes.	Pork brls.	Lard bris.	Meats pkgs.	Eggs cases.	Hams and Bacon boxes.	Cattle head.	Apples Brs.
Liverpool	1,996,958	1,080,907	588,337	195,637	121,330	16,564	127,728	11,871	16,557	402,911	340	20,758	108,125	77,740	1,556	34,635	315,590
Glasgow	1,000,325	1,238,573	396,334	459,896	379,936	3,294	379,936	3,294	7,722	546,529	60	1,888	36,282	2,011	386	16,021	88,981
London	759,231	1,738,826	515,591	380,603	59,500	153,132	53,383	20,050	16,572	98,159	80	7,681	57,950	58,852	915	22,870	208,373
Avonmouth.	652,681	351,894	329,974	101,567	329,974	573	24,502	573	92,267	248,513	.....	15,198	10,735	1,301	2,609	4,633	6,444
Leith	851,927	161,549	2,553	101,567	21,614	8,992	20,003	319	225	44,377	.....	2,032	.....	200	.....	.....	.....
Bristol	864,384	112,428	8,680	85,747	8,705	.....	28,073	490	22,826	230,456	.....	3,924	7,421	132	.....	4,463	18,253
Aberdeen	16,160	41,400	.....	9,130	.....	.....	51,769	201	885	6,111	.....	1,024	.....	2,008	.....	3,569	583
Dublin	395,940	290,676	105	9,511	8,705	.....	10,252	1,804	.....	.....	.....	.....	.....	1,000	.....	1,547	14,479
Belfast	58,483	476,447	16,563	9,665	17,094	57,431	665	.....	.....	15,256	.....	174	.....	11	.....	.....	.....
Newcastle	58,070	496,188	99,605	532,183	.....	.....	125	285	5	2,126	.....	100	9	.....	.....	1,046	1,565
Hull	214,433	496,188	16,280	9,823	.....	.....	60,349	707	209	114,457	105	206	1,206	.....	.....	4,969	26,762
Dundee	14,022	.....	.....	.....	.....	.....	5,355	.....	228	8,166	.....	267	500	105	.....	676	2,091
Hull	.....	141,216	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Blymouth	31,544	17,851	.....	59,050	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hamburg and Antwerp	78,230	619,238	81,531	358,514	18,954	115,508	2	.....	.....	.....	.....	29,043	6,247	512	.....	891	16,323
Rotterdam	24,600	17,571	6,262	27,029	.....	.....	367	510	151	4,949	.....	.....	.....	122	.....	1,000	521
Havre	.....	77,142	58,739	38,525	.....	.....	.....	.....	.....	.....	.....	2,925	277	.....	.....	.....	.....
Lower Ports	7,027,058	6,778,896	1,865,533	2,631,785	217,148	331,627	772,124	40,014	157,647	1,722,051	585	85,023	228,752	141,853	8,123	96,825	725,016
	7,392	11,142	11,729	1,343	250	.....	336,348	7,302	6,876	1,235	23,791	795	4,315	741	144	.....	6,976
Total, 1896	7,034,450	6,790,038	1,877,262	2,633,128	224,398	351,627	1,108,572	47,917	164,513	1,723,286	24,376	85,818	233,067	142,583	8,267	96,825	731,592
Total, 1895	3,650,711	2,609,198	751,069	1,2464	979	16,213	1,360,280	41,094	77,828	1,729,651	17,700	53,227	74,827	95,053	10,039	92,433	157,475
Increase or Decrease	3,383,739 Increase.	4,180,840 Increase.	1,126,163 Increase.	2,620,864 Increase.	246,419 Incr'se.	335,414 Incr'se.	251,708 Dechr'se.	6,823 Incr'se.	86,685 Increase.	6,395 Decrease.	6,676 Incr'se.	32,591 Incr'se.	159,240 Increase.	47,540 Increase.	1,772 Decrease.	4,392 Increase.	574,217 Increase.

TOTAL RECEIPTS OF PRODUCE AT MONTREAL DURING THE YEAR 1896, WITH COMPARATIVE FIGURES FOR 1895.

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brls.	Meal. brls.	Butter. pkgs.	Cheese. boxes.	Lard. brls.	Leather. rolls.	Meats. Hams & Bacon. pkgs.	Eggs. Cases.
Per Grand Trunk Railway.....	79,800	91,450	1,194,843	2,125,190	55,275	29,100	542,656	14,924	141,968	931,397	43,882	98,635	155,384	174,408
Per Canadian Pacific Railway.....	755,611	38,259	426,606	1,137,482	124,271	13,262	944,775	23,790	159,085	744,267	138,410	25,292	46,410	75,592
Via Lachine Canal.....	8,639,656	6,524,197	381,675	769,077	98,918	275,714	105,703	.....	1,290	59,127	814	11	62	5,928
Total, 1896.....	9,472,067	6,653,906	2,003,074	4,031,749	278,464	518,076	1,593,169	38,714	502,333	1,774,791	183,106	123,938	203,856	256,928
Total, 1895.....	4,441,512	2,582,631	812,242	1,672,703	177,088	1,646	1,613,544	27,979	203,482	1,796,916	69,398	57,966	76,811	199,847
Increase or Decrease.....	5,030,555 Increase.	4,071,275 Increase.	1,190,832 Increase.	2,359,046 Increase.	101,376 Increase.	316,430 Increase.	20,375 Decrease.	10,735 Increase.	98,851 Increase.	22,125 Decrease.	113,708 Increase.	65,972 Increase.	127,045 Increase.	57,081 Increase.

TOTAL SHIPMENTS OF PRODUCE FROM MONTREAL DURING THE YEAR 1896, WITH COMPARATIVE FIGURES FOR 1895.

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brls.	Meal. brls.	Butter. pkgs.	Cheese. boxes.	Lard. brls.	Leather. rolls.	Meats. Hams & Bacon. pkgs.	Eggs. Cases.	Cattle Head.
European, via River St. Lawrence.....	7,027,058	6,778,806	1,865,533	2,631,785	247,148	351,627	772,124	40,014	157,647	1,722,031	85,023	5,551	236,875	141,853	96,825
Lower Ports, via River St. Lawrence.....	7,392	11,142	11,729	1,343	250	.....	336,348	7,903	6,876	1,235	795	389	4,459	740	.....
Via Lachine Canal.....	839	4,570	.....	2,778	2,778	.....	51,590	100	1,039	.....	1,039	.....	.....	.....	.....
By Rail.....	17,096	566	862	49,347	32,870	.....	478,914	12,826	12,646	291,967	656	15,480	10,516	4,514	.....
Total, 1896.....	7,052,395	6,795,104	1,878,124	2,682,525	283,046	351,627	1,639,316	66,843	177,119	2,015,253	87,533	21,620	251,850	147,107	96,825
Total, 1895.....	3,651,311	2,613,838	751,159	13,719	2,054	16,213	1,616,768	48,919	79,478	1,851,161	57,407	5,512	85,766	95,553	95,759
Increase or Decrease.....	3,401,074 Increase.	4,181,266 Increase.	1,126,965 Increase.	2,668,806 Increase.	280,992 Increase.	335,414 Increase.	7,452 Decrease.	11,924 Increase.	97,691 Incr'se.	161,092 Increase.	29,826 Increase.	16,118 Incr'se.	166,084 Incr'se.	51,554 Incr'se.	1,066 Incr'se.

Lowest and highest prices of Flour and Wheat in Montreal during thirty-five years.

Years.	STRAIGHT ROLLER FLOUR. per barrel of 196 lbs.		No. 1 HARD MANITOBA WHEAT. per bushel of 60 lbs.		Years.	SPRING EXTRA FLOUR. per barrel of 196 lbs.		U. CAN. SPRING WHEAT. per bushel of 60 lbs.	
	\$ c.	\$ c.	\$ c.	\$ c.		\$ c.	\$ c.	\$ c.	\$ c.
1896	3 20 @	4 75	0 64½ @	1 02	1879	3 90 @	6 35	0 98 @	1 43
1895	2 85 ..	5 25	0 69 ..	1 08	1878	3 92½ ..	5 35	0 85 ..	1 25
1894	2 60 ..	3 20	0 60 ..	0 82	1877	5 10 ..	8 50	1 16 ..	1 63½
1893	3 00 ..	3 75	U. CAN. SPRING WHEAT.		1876	4 45 ..	5 50	1 03 ..	1 22½
1892	3 45 ..	4 80	0 70 @	1 03	1875	4 10 ..	6 00	1 00 ..	1 36
1891	4 50 ..	5 60	0 98 ..	1 06	1874	4 40 ..	5 85	1 00 ..	1 36½
1890	4 25 ..	5 20	0 97 ..	1 08	1873	5 50 ..	6 55	1 24 ..	1 55
1889	4 50 ..	5 95	1 12 ..	1 27	1872	5 65 ..	6 80	1 30 ..	1 55
1888	4 00 ..	6 25	0 82 ..	1 26	1871	4 90 ..	6 60	1 17 ..	1 45
	SPRING EXTRA.				1870	3 95 ..	6 80	0 90 ..	1 35
1887	3 40 @	3 65	0 80 ..	0 97	1869	4 10 ..	5 50	0 95 ..	1 18
1886	3 30 ..	3 90	0 79 ..	0 94	1868	4 80 ..	7 65	1 08 ..	1 75
1885	3 40 ..	4 90	0 83 ..	1 07	1867	6 75 ..	9 45	1 47½ ..	2 00
1884	3 35 ..	5 15	0 81 ..	1 20	1866	5 40 ..	8 25	1 16 ..	1 60
1883	4 55 ..	5 35	1 04 ..	1 20	1865	4 20 ..	6 75	0 96 ..	1 30
1882	4 60 ..	6 25	1 04 ..	1 50	1864	3 75 ..	4 60	0 85 ..	0 98
1881	4 95 ..	6 65	1 18 ..	1 50	1863	3 85 ..	4 57½	0 87 ..	1 00
1880	5 05 ..	6 10	1 13 ..	1 40	1862	4 10 ..	6 10	0 91 ..	1 08

Straight Roller having become the leading grade of Flour, quotations thereof were in 1888 substituted for Spring Extra, and in 1894 quotations of No. 1 Hard Manitoba Wheat were substituted for those of Upper Canada Spring Wheat previously given.

INSPECTION OF GRAIN.

The quantities of Grain inspected in Montreal during the past four years were as follows:—

	1896.	1895.	1894.	1893.
	Bush.	Bush.	Bush.	Bush.
Wheat	943,600	114,300	849,900	2,399,300
Corn	5,703,000	1,667,000	1,567,500	6,703,200
Peas	3,257,100	1,141,500	1,429,500	3,363,700
Oats	5,187,600	1,285,200	1,216,600	6,482,300
Barley	242,500	99,600	70,800	228,100
Rye	252,100	16,200	60,100	190,300
Buckwheat.....	563,000	460,900	203,600	502,600
Totals	16,148,900	4,784,700	5,398,000	19,869,500

The quantities of Grain elevated in the Harbour of Montreal by the Montreal Elevating Company during the past four years were as follows:—

	1896.	1895.	1894.	1893.
	Bush.	Bush.	Bush.	Bush.
Wheat	6,931,419	3,755,590	5,476,939	7,204,417
Corn	7,005,167	2,676,788	2,118,324	10,091,714
Peas	1,824,442	814,434	1,253,989	1,879,598
Oats	2,738,697	20,118	86,294	3,229,763
Rye	406,749	16,214	54,289	251,978
Barley	354,433	.....	.....	36,967
Buckwheat	196,140	199,258	135,735	213,843
Total.....	19,487,047	7,482,402	9,125,570	22,908,280

HIGHEST AND LOWEST PRICES OF CANADIAN STOCKS IN MONTREAL DURING 1896.

STOCKS.	Highest Price.	Lowest Price.	STOCKS.	Highest Price.	Lowest Price.
Can. Pac.....	62½	51½	Molson Bank	184	170½
do Land Bonds..	108	107	Bank of Toronto....	239	225
Duluth Com	6¾	3¾	Merchants Bank.....	174	161
do Pref.....	14½	9½	Mer. Bk. of Halifax..	165	163½
Com. Cable	167	122½	East. Townships Bk.	145	142
Postal Telegraph...	96	69	Quebec Bank.....	123½	117
Montreal Telegraph.	167½	160	Banque Nationale...	72	70
Rich. & Ont. Nav....	92½	80	Union Bank.....	100½	97½
Montreal Street Ry..	222½	205½	Can. Bk. of Com....	136	122
Halifax El. Ry.....	80	65	Bank Ville Marie....	70	70
do do Bds....	100	100	Hochelega Bank....	128	120
Montreal Gas Co....	205	173	Can. Central Bds....	112	112
Bell Telephone	159	153	Montreal Cotton.....	132	118
do do Bds..	108	106	Colored Cotton.....	65	35
Royal Electric.....	140	110	do Bonds	99½	97
do do H.....	130	124	Merchants Mfg. Co..	130	130
do do Fds....	103	103	Dominion Cotton...	97	86
Toronto Street Ry..	78	61½	Mont. Loan & Mtg..	132	125
Bank of Montreal...	228	215	West. Loan & Trust.	98½	92
Ontario Bank	84	55	Diamond Glass.....	145	145
Bk. of B. North Am.	109½	104½	Corporation 4's.....	105½	104½
Bk. du Peuple	3	1	do 6's.....	109	109

In Memoriam.

*List of Members of the Montreal Board
of Trade who died during 1896.*

J. B. HUTCHESON,	-	-	-	Died Jan. 31, 1896
JOHN ATKIN	-	-	-	Died Feb. 6, 1896
JOHN BURSTALL	-	-	-	Died Feb. 26, 1896
E. D. LACY	-	-	-	Died June 5, 1896
JOHN KERRY	-	-	-	Died June 30, 1896
MOSES PARKER	-	-	-	Died July 5, 1896
GEO. D. LAW	-	-	-	Died Sept. 20, 1896
JAS. PHYMISTER	-	-	-	Died Oct. 16, 1896
HON. LOUIS TOURVILLE	-	-	-	Died Nov. 4, 1896
ALEXIS DUPUIS	-	-	-	Died Nov. 4, 1896
A. C. LESLIE	-	-	-	Died Nov. 13, 1896
FRANK McELDERRY	-	-	-	Died Dec. 10, 1896
ALEX Y. GILMOUR	-	-	-	Died Dec. 29, 1896

MONTREAL BOARD OF TRADE

OFFICE-BEARERS AND MEMBERS FOR 1896.

PRESIDENT : ROBERT BICKERDIKE.
 1st VICE-PRES.: JOHN TORRANCE.
 2nd VICE-PRES.: JOHN McKERGOW.
 TREASURER : CHAS. F. SMITH.

COUNCIL.

CHAS. CHAPUT.
 JAS. CRATHERN.
 ROBERT MACKAY.
 DAVID MACFARLANE.
 CHAS. McLEAN.
 WM. McNALLY.

HENRY MILES.
 WM. NIVIN.
 JAS. E. RENDELL.
 G. F. C. SMITH.
 F. WOLFERSTAN THOMAS.
 DAVID G. THOMSON.

BOARD OF ARBITRATION.

ROBT. ARCHER.
 E. L. CLARKE.
 R. M. ESDAILE.
 JOHN FAIRBAIRN.

E. B. GREENSHIELDS.
 CHAS. P. HÉBERT.
 EDGAR JUDGE.
 G. M. KINGHORN.

JOHN. B. McLEA.
 EWEN McLENNAN.
 DAVID ROBERTSON.
 W. BARCLAY STEPHENS.

SECRETARY : GEO. HADRILL.
 ASSISTANT SECRETARY : G. A. IRWIN.

MEMBERS:

NAME.	FIRM.	BUSINESS.	ADDRESS.
Adams, R. C.		Insurance	41 St. Francois Xavier street.
Aird, Wm. D.		Confecioner	19 St. Alexis street.
Alexander, Jas.		Butter, Cheese and Grain.	519 St. James street.
Allan, Andrew A.	H. & A. Allan	S. S. Agents	66 McGill street.
Allan, Andrew A.	H. & A. Allan	S. S. Agents	25 Common street.
Allan, Bryce J.	H. & A. Allan	S. S. Agents	25 Common street.
Allan, Hugh A.	H. & A. Allan	S. S. Agents	Boston, Mass.
Allan, H. Montagu	H. & A. Allan	S. S. Agents	25 Common street.
Allan, R. A. S.	Robt. Allan & Co	Produce	25 Common street.
Allen, James		Agent, Armour & Co, Chicago.	1 Place Royale.
Allen, Jos.		Dyers	5 Place Royale.
Ames, Herbert B.	British American Dying Co.		121 McGill street.
Anderson, D.	Anderson, Mckenzie & Co.	S. S. Agents	223 Commissioners street.
Anderson, Robt., J.	Doyle & Anderson	Tea Merchants	564 St. Paul street.
Angus, Andrew.			4425 St. Catherine.
Angus, R. B.			City
Angus, Wm.			759 Craig street.
Archer, Robt.	Robt. Archer & Co.	Manager	162 St. James street.
Ault, Chas.	North Am. Life Association		62 St. James street.
Ayer, A. A.	A. A. Ayer & Co	Batter & Cheese	570 St. Paul street.
Bacon, F.	Bacon Bros.	Manufacturers' Agents	377 St. Paul street.
Bacon, Thos. P.	Bacon Bros.	Manufacturers' Agents	377 St. Paul street.
Badenach, Thos	J. Rattray & Co	Cigar manufacturers	84 St. Peter street.
Badgley, John C.		Coal Merchant	1761 Notre Dame street.
Baile, Andrew		Coal Merchant	69 McGill street.
Bailey, Jas.	Thomson S.S. Line.	Manager	23 St. Sacramento street.
Baillie, Jno.	Dominion Oil Cloth Co.	Oil Cloth manufacturer	858 St. Catherine street.
Baird, C. J.	Crane & Baird	Grain sh ppers	74 St. Francois Xavier street.
Baird, John	Jno. Baird & Co	Fish and Fish Oils	45 St. Francois Xavier street.
Baird, Thos.		General Merchant	Ormstown, Que.
Baker, Joel C.	Union Bank of Canada.	Manager	43 St. Sacramento street.
Balfour, Geo. H.	Standard Life Ins. Co.	Superintendent	1766 Notre Dame street.
Balfour, J. Hutton.		Books and Shoes	157 St. James street.
Bannister, J. F.	City & District Savings Bank.	Manager	2243 St. Catherine street.
Barbeau, Hy.	Robt. Cox & Co	S. S. Brokers	176 St. James street.
Barker, S. A.	John Barry & Son	Manufacturers' Agent	209 Commissioners street.
Barnard, H. A.		Fruits	339 St. Paul street.
Barry, Rich.		Bonssecours Market	
Batterbury, F. R.		Commission	420 Board of Trade Building.
Battersby, D.		Accountant	184 St. James street.
Baumgarten, A.	St. Lawrence Sugar Refining Co.	Vice-President	26 St. Sacramento street.

Baylis, Jas.	Jas. Baylis & Son.	Carpets, etc.	1837 Notre Dame street.
Beattie, Jno.	The Central Agency.	Cotton and Threads	12 Delibrosles street.
Beauchamp, Louis.	" La Patrie."	Journalist	646 Cote St. Antoine Road.
Bedard, N. F.	Henry Morzan & Co.	Butter and Cheese	77 St. James street.
Bellair, S. P.	Bell, Simpson & Co.	Dry Goods, &c.	32 Foundling street.
Bell, Joshua A.	Andrews, Bell & Co.	Products	Phillips Square.
Bell, J. B.	With Gault Bros. & Co.	Commission	472 St. Paul street.
Benjamin, F. P.	D. Benitley & Co.	Wholesale Dry Goods	30 Hospital street.
Bentham, Wm.	Mutual Reserve Fund Life Assoc.	Merchant	21 St. Helen street.
Besette, D. Z.	La Banque Jacques Cartier.	Printers	1746 Notre Dame street.
Bickerdike, K.	J. Hurstall & Co.	General Manager	12 Place d'Armes square.
Bienvenu, Theodore.	C. H. Binks & Co.	Live Stock and Insurance	Board of Trade Building.
Billingstey, Fred.	Birks, Orner & Co.	Cashier	9 Place d'Armes.
Binks, C. H.	Robert Linton & Co.	Lumber Merchants	Quebec, Que.
Birks, Arthur.	Stevenson & Blackader.	Wholesale Grocers	646 Craig street.
Bires, J. H.	Blanklock Bros.	Wholesale Grocers	18 St. Sacrament street.
Black, Jno.	B. A. Boas & Co.	Wholesale Dry Goods	Westmount.
Black, Lewis S.	Mongenals, Boivin & Co.	Commission	22 St. Helen and Lemoine streets.
Blackader, C. H.	Montreal Loan & Mortgage Co.	Manufacturers' Agents	97 St. John street.
Blackwell, K. W.	With J. & T. Bell.	Founder	37 St. Peter street.
Blacklock, W. M.	John Henderson & Co.	Warehousemen, Brokers, &c.	60 Canal and Conde streets.
Blue, Walter.	Canada Jute Co.	Wholesale Clothing	8 Common street.
Boas, B. A.	Glover & Bruns	Importers of Dry Goods	Sherbrooke, Que.
Boas, Feodor.	Hudon, Hebert & Co.	Importers	1889 Notre Dame street.
Boivin, Leonard I.	Representing W. & J. Sharples.	Insurance	St. Hyacinthe, Que.
Bolton, Richard	Brice, E. A.	Insurance Agent	338 St. Paul street.
Bolton, Ed. L.	Brice, E. A.	Manufacturers of Boots and Shoes	30 St. Francois Xavier street.
Booth, W. E.	Brook, Jeffrey G.	Furriers	1663 Notre Dame street.
Botterell, E. H.	Brodie, H.	Advertising Agent	229 St. James street.
Boyd, W. E.	Brophy, Jas.	Secretary	153 St. Nicholas street.
Bragg, Harry.	Brophy, Thos.	President	409 Board of Trade Building.
Braidwood, Francis	Brophy, Thos.	Gen's Furnishings	17 St. Martin street.
Branard, Thos. C.	Brosseau, D. C.	Wholesale Grocers	103 St. Francois Xavier street.
Brais, L. A.	Brown, Andrew A.	Lumber Merchants	184 McGill street.
Braunt, L.	Brown, Geo. S.	Butter and Cheese	304 St. Paul street.
Breunan, W. J.	Brown, F. E.	Butter and Cheese	8 Place Royale.
Brice, A. J.	Brown, Thos. B.	S.S. Agents	10 St. Peter street.
Brice, E. A.	Brush, Geo. S.	Flour Merchants	211 Commissioners street.
Brook, Jeffrey G.	Bryant, B. B.	Wholesale Dry Goods	10 and 12 Bleury street.
Brodie, H.		Wholesale Dry Goods	196 McGill street.
Brophy, Jas.		Wholesale Grocer	136 McGill street.
Brophy, Thos.		Meats and Provisions	1436 Notre Dame street.
Brosseau, D. C.		Wholesale Grocer	375 St. Paul street.
Brown, Andrew A.		Agent McClary Manufacturing Co.	Windsor Market.
Brown, Geo. S.		Meats and Provisions	217 St. James street.
Brown, F. E.		Shipping and Commission Merchants	14 Place Royale.
Brown, Thos. B.		Insurance	107 St. James street.
Brown, W. Godbee.		Founder	24 King street.
Brush, Geo. S.			Chicago, Ill.
Bryant, B. B.			

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Budden, H. A.	Intercolonial Coal Mining Co.	Vice-President	199 Commissioners street.
Balling, W. B.	Canadian Pacific Railway Co.	General Freight Agent	Windsor street Station.
Balmer, H.	John A. Bulmer & Co.	Lumber	52 Mackay street.
Balmer, J. no. A.	British American Bank Note Co.	Secretary	571 Dorchester street.
Barland, Jeffrey H.	British American Bank Note Co.	President	5 Bleury street.
Barnett, Geo. B.	With E. L. Bond	Insurance Agent	5 Bleury street.
Barnett, W. A. W.	J. Bursall & Co.	Lumber Merchants	30 St. Francois Xavier Street.
Bursall, Jno.	Munderloh & Co.	Commission	Quebec.
Byrd, Chas.			61 St. Sulpice street.
Cains, Geo. L.	S. Green Shields, Son & Co.	Wholesale Dry Goods	17 Victoria square.
Cairns, W.	Hamburg-American Packet Co.	Warehousemen	13 St. John street.
Campbell, David, sr.	D. Campbell & Son.	S. S. Agents	46 Dalhousie street.
Campbell, David, jr.	Canada Shipping Co.		46 Dalhousie street.
Campbell, David N.			18 Hospital street.
Campbell, Geo. A.	W. M. Campbell & Co	Produce Merchants	P. O. Box 995, Winnipeg, Man.
Campbell, Jas. B.		City Weigher and Measurer	505 Board of Trade Building.
Cameron, Duncan		Manufacturers' Agent	20 Foundling street.
Cameron, Geo. A.			14 St. Sacrament street.
Can. Bank of Commerce			13 St. Sacrament street.
Can. Pac. Ry. Frt. Office			157 St. James street.
Do. Foreign Frt. Office			21 Board of Trade Building.
Cantlie, Geo. S.	Canadian Pacific Railway		24 Board of Trade Building.
Cantlie, Jas. A.	Jas. A. Cantlie & Co.	Canadian Woollens and Cottons	Windsor street Station.
Cantlie, Jas. A., jr.	With Lake of the Woods Milling		290 St. James street.
Carnegie, Jas. H.	With Jas. Johnston & Co.	Wholesale Dry Goods	27 Board of Trade Building.
Carruthers, Jas.	Jas. Carruthers & Co	Grain Exporters	36 St. Helen street.
Carsley, W. F.	Carsley, Sons & Co.	Dry Goods	113 St. Peter street.
Carsley, S.	Carsley, Galbraith & Co.	Wholesale Grocers	113 St. Peter street.
Carter, Stewart J.	Fortie & Casey	Contractors	Cor. Foundling and St. Peter streets
Casey, Felix	Cochrane, Cassils & Co.	Boots & Shoes	277 Bleury street
Cassils, Chas.	Shaw, Cassils & Co	Leather	Cor. Latour and Genevieve street.
Cassils, John	Cochrane, Cassils & Co.	Boots and Shoes	1798 Notre Dame street.
Caverhill, G.	Coverhill, Learmont & Co.	Wholesale Hardware	Cor. Latour and Genevieve street.
Caverhill, Frank	Coverhill, Learmont & Co.	Wholesale Hardware	80 St. Peter street.
Caverhill, John L.	Coverhill, Hughes & Co.	Wholesale Grocers	89 St. Peter street.
Cayford, Jas. H.	E. Bus Bros	Coal	360 C. Commissioners street.
Chabot, J. N.	D. Robertson & Co.	Flour	15 Victoria square.
Chamberlin, E. J.	Canada Atlantic Ry	General Manager	71 St. Peter street.
Chapleau, Godfroi	Chapin Bros. & Co.	Manufacturer Sages	41 St. Lawrence street.
Chaplin, Alfred	L. Chaput, Fils & Cie	Grain	22 St. John street.
Chaput, Chas.		Wholesale Grocers	2 DeBrosolles street.

Cheney, Gilman.....Canadian P.

Cheney, Gilman	Canadian Express Co.	Chief Provincial Police	82 St. Francois Xavier street.
Chevalier, Louis	Geo. Childs & Co.	Wholesale Grocers	7 St. James street.
Childs, Geo. A.		Importer	150 McGill street.
Chisholm, C. J.		Importer	11 Hospital street.
Chouillon, C. A.		Importer	47 St. Paul street.
Chouillon, Lucien		Manager	126 St. Paul street.
Christmas, T. H.	Etna Life Insurance Co.	Railway Supplies	185 St. James street.
Claggett, C. C.	C. C. Claggett & Co.	Stock Broker	11 St. James street.
Clark, Esmonde L.	J. G. MacKenzie & Co.	Malt, Barley & Hops	30 St. Sacramento street.
Cleghorn, J. P.	Wm. Clendinning & Son	Wholesale Dry Goods	381 St. Sacramento street.
Clendinning, Wm. Jr.	Wm. Clendinning & Son	Iron Founders	324 St. Paul street.
Cliff, R. S.	Robt. Hamm & Son	Iron Founders	324 Craig street.
Clogg, J. R.	J. R. Clogg & Co.	Insurance	30 St. Craig street.
Clouston, E. S.	Bank of Montreal	Commission	169 St. Sacramento street.
Cochrane, James	James Cochrane & Co.	Manager	109 St. James street.
Cochrane, Hon. M. H.		Contractors	60 St. James street.
Coghlin, B. J.		Wholesale Hardware	Hilthurst, Que.
Colson, C. E.		Commission	322 St. Paul street.
Conroy, Thomas		Trader	227 L. John street.
Cookson, S.	Kirkpatrick & Cookson	Commission	105 Dalhousie street.
Cooper, Jas.		Railway Supplies	96 Grey Nun street.
Copland, F. H.	Copland & Co.	Brokers	164 St. James street.
Coristine, Jas.	Jas. Coristine & Co.	Furs	230 St. James street.
Coristine, T. J.	McArthur, Corneille & Co.	Paints, Oils, &c	473 St. Paul street.
Corneille, Chas. C.	John Costigan & Co.	Wood and Coal	312 St. Paul street.
Costigan, John	John Costigan & Co.	Wood and Coal	2430 Notre Dame street.
Costigan, Rich.	W. T. Costigan & Co.	General Agents	196 St. James street.
Costigan, W. T.		Live Stock Agent	" E. Board of Trade Building.
Coughlin, C.		Mfrs of Engine and Car Wheels	22 St. John street.
Cowan, John	John McDougall & Co.	Builder	512 William street.
Cowen, Amos		Bed Comforts	914 Sherbrooke street.
Cowper, Alex.	Robert Cox & Co.	Shipping	5-2 William street.
Cox, Robert M.	Mellichamp, Coyle & Co.	Agents of Can. Woollens	269 Commissioner street.
Coyle, E. J.		Flour and Grain	15 St. Helen street.
Craig, E. F.		Cattle Exporter	507 Board of Trade Building.
Craig, W. W.		Grain Shippers	" F. Board of Trade Building.
Crane, T. A.	Crane & Baird	Wholesale Hardware	51 St. Francois Xavier street.
Crathern, Jas.	Crathern & Caverhill	Chartered Accountant	85 St. Peter street.
Crawford, David		Manager	69 Mc Hill College avenue.
Crawford, David		Grain	Verdun House, City.
Creak, Geo.	Deputy Port Warden	Manager	260 St. James street.
Crichton, Capt. Alex. T.	James Carruthers & Co.	Manufacturers of Type	199 Commissioners street.
Crofts, H. W.	Canadian Bank of Commerce	Wholesale Hardware	218 Board of Trade Building.
Crombie, A. M.	Dominion Type Founding Co	Hay Exporter	157 St. James street.
Crossby, Peter	James Hutton & Co.	Wholesale Dry Goods	780 Craig street.
Crowdy, Geo. J.		Wholesale Dry Goods	15 St. Helen street.
Crowe, John	Jas. Johnston & Co.		Board of Trade Building.
Cummings, A. C.			26 St. Helen street.
Cummings, W. T.			891 St. Paul street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Candill, Francis.....	Frs. Cundill & Co.....	Teas Agents.....	211 Board of Trade Building.
Cunningham, Chas. H.....	.....	Man facturers' Agent.....	30 Hospital street.
Cunningham, Wm.....	.....	Live Stock.....	" D" Board of Trade Building.
Cunningham, Wm. H.....	Cunningham Bros.....	Granite, etc.....	91 Bleury street.
Currie, F. P.....	W. & F. P. Currie & Co.....	Importers.....	100 Grey Nun street.
Currie, Jas.....	Bruneau, Currie & Co.....	Flour, Feed and Produce.....	10 Foundling street.
Currie, Wm.....	W. & F. P. Currie & Co.....	Importers.....	106 Grey Nun street.
Cushing, Thos.....	Montreal Brewing Co.....	Brewers.....	1334 Notre Dame street.
Cusson, Alexis.....	A Cusson & Fils.....	Wholesale Grocers.....	210 St. Paul street.
Cuttle, Jas. A.....	Montreal Transportation Co.....	.....	14 Place Royal.
Dalrymple, Jas.....	.....	Produce Merchant.....	96 Foundling street.
Dartnell, Ed. F.....	.....	Manufacturers' Agent.....	180 St. James street.
Davidson, Jas.....	The Thos. Davidson Mfg Co.....	Mfg's Tinware.....	187 De Lisle street.
Davidson, T. Chas.....	The Thos. Davidson Mfg Co.....	Vice President.....	474 St. Paul street.
Davidson, Wm.....	Marlatt & Armstrong.....	Leather Merchants.....	12 St. Helen street.
Davis, A.....	.....	.....	116 St. Peter street.
Davis, Eugene H.....	S. Davis & Sons.....	Cigar Manufacturers.....	33 Cote street.
Davis, M.....	.....	Customs Broker.....	9 Common street.
Davis, Maurice E.....	S. Davis & Sons.....	Ciga Manufacturers.....	43 Cote street.
Davis, Mortimer B.....	Davis & Sons.....	Cigar Manufacturers.....	43 Cote street.
Davis, M. H.....	S. Davis & Sons.....	Cigar Manufacturers.....	43 Cote street.
Daves, J. P.....	Daves & Co.....	Brewers.....	521 St. James street.
Dawson, Chas. F.....	.....	Stationer.....	226 St. James street.
Dawson, Wm. V.....	.....	Wholesale Stationer.....	16 De Bresoles street.
Delisle, M. Nolan.....	.....	Real Estate Agent.....	43 St. Sacrament street.
Delorme, C. E.....	Delorme Brothers.....	Manufacturers' Agents.....	15 De Bresoles street.
Delorme, Gustave.....	Delorme Brothers.....	Manufacturers' Agents.....	15 De Bresoles street.
DePolinere, L.....	Montreal Watch Case Co.....	Watch Case Manufacturers.....	125 Vitre street.
Desbarats, E.....	.....	.....	73 St. James street.
Desjardins, Hon. Alph.....	.....	.....	6 Place d'Armes.
De Witt, Jno., Jr.....	W. B. McAllister & Son.....	Manager.....	281 Commissioners street.
Dillon, John.....	.....	Chemicals.....	109 Mackay street.
Dillon, J. St. G.....	Bellhouse, Dillon & Co.....	Importers.....	30 St. Francois Xavier street.
Dobell, Hy.....	Hv. Dobell & Co.....	Manager.....	1 Place Royal.
Dobell, W. M.....	Dobell, Beckett & Co.....	Tea Importers.....	19 St. Sacrament street.
Doherty, Thos.....	T. Doherty & Co.....	Dry Goods and Commission Merchants.....	27 Hospital street.
Donnelly, John T.....	John T. Donnelly & Co.....	.....	20 Lemoine street.
Donnet, Pierre.....	.....	.....	Coteau.
Dougal, C. H.....	.....	Manufacturers' Agent.....	44 St. John street.
Dougal, Jas. S. N.....	McCaskill, Dougal & Co.....	Manuf'g Varnishes, &c.....	30 St. John street.
Dougal, J. R.....	John B. ugall & Son.....	Printers.....	782 Craig street.
Doull, Wm.....	Doull & Gibson.....	Wholesale Clothing.....	138 McGill street.
Dowker, L. R.....	Dowker, McIntosh & Co.....	Wholesale Leather.....	70 St. Peter street.

LIST OF MEMBERS—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Forde, Thos.	Forde & Casey	Builders	277 Bleury street.
Forget, L. J.	L. J. Forget & Co.	Stock Brokers	1715 Notre Dame street.
Forget, P.	L. J. Forget & Co.	Stock Brokers	1715 Notre Dame street.
Fortin, J. W.			550 Craig street.
Foster, F. D.	Watson, Foster & Co.	Cigar Manufacturer	149 St. Maurice street.
Fraser, A. D.	Fraser, Viger & Co.	Manufacturers of Wall Paper	94 Grey Nun street.
Fraser, D. Torrance		grocers and Wine Merchants.	209 St. James street.
Fraser, Donald.		Accountant.	503 Board of Trade Building.
Fraser, George B.	S. Greenshields, Son & Co.	Wholesale Dry Goods	423 Board of Trade Building.
Fraser, John		Manufacturers Agent.	17 Victoria square.
Fraser, N. J.	Johnston Line.	Manager.	43 St. Sacrament street.
Freeman, Major			Board of Trade Building.
Fulton, J. N.	Fulton & Richards.		143 Metcalfe street.
Fyfe, James		Mercantile Agency, &c.	1738 Notre-Dame.
			495 St. Paul street.
Gagnon, A. E.	With W. W. Ogilvie.	Miller	Cor. Port and Foundling streets.
Gairner, Robt. H.	Cartier, Galbraith & Co.	Wholesale Grocer	47 St. John street.
Galbraith, Wm	Calixte Galibert & Son	Hides and Wools	23 St. Peter street.
Galibert, Emile	Dominion Bag Co.	Managing Director.	929 St. Catherine street.
Galletti, J. L.	Hodgson, Sumner & Co.	Wholesale Dry Goods	317 St. Patrick street.
Gardner, Jas.	Robt. Gardner & Son	Manufacturers.	347 St. Paul street.
Gardner, Robt.	Machinery Supply Association.	Manager	40 Nazareth street.
Gardner, W. S.			401 Board of Trade Building.
Garth, Charles.	Garth & Co.	Manufacturers	60 St. Denis street.
Garth, Henry W.		Manufacturers	536 Craig street.
Garth, John H.	Garth & Co.	Manufacturers	536 Craig street.
Garret, Robt. A.	The Gault Bros. Co.	Wholesale Dry Goods.	113 Hughson street.
Gault, A. F.		Insurance Broker.	21 St. Helen street.
Gault, C. E.		Asst. General Manager.	17 St. John street.
Gault, John	Merchants Bank of Canada	Wholesale Dry Goods.	Cor. St. James and St. Peter streets.
Gault, Leslie H.	The Gault Bros. Co.	Woolens, etc.	21 St. Helen street.
Gault, R. L.	Mark Fisher, Sons & Co.	Steamship Agents	Cor. Victoria sq. and Craig street.
Gazette,			Cor. Craig & St. Francis-Xavier street.
Gear, Wm. J.	R. Reford & Co.	Wholesale Grocers	2 DeBrosles street.
Geoffron, L. E.	L. Chaput, Fils & Cie.	General Merchants	Board of Trade Building.
Gilbert, P. H.	The Gilbert Blasting & Dredging Co	Coffee Manufacturers	12 St. Sacrament street.
Gillespie, J. A.	Gillespies & Co.	Grain Exporter.	455 St. Paul street.
Gilmour, Daniel.	Chase & Sanborn.	Commission.	31 St. Peter street.
Gilmour, W. B.	Gilmour Bros. & Co.	Wholesale Hatters and Furriers	22 St. John street.
Girard, Auguste.		Hardware Agent.	14 Wilham street.
Girard, P. M.			94 St. Peter street.
Gnaedinger, E. W.	L. Gnaedinger, Son & Co.		317 Bo rd of Trad.

Goodhugh, W. G.	W. S. Goodhugh & Co.	General Merchants	Board of Trade Building.
Goodhugh, W. S.	W. S. Goodhugh & Co.	General Merchants	Board of Trade Building.
Gordon, James B.	John Gordon & Sons.	Wholesale Grocers.	91 DeBrosles street.
Gould, O. M.	P. Grace & Co.	Grocer.	267 Mountain street.
Grace, P.	Graham & Co.	Grocer.	1357 Notre Dame street.
Grafton, Fk. B.	Graham, Geo.	Publishers.	100 St. Famille street.
Graham, A. F.	Graham, Hugh	Local Freight Agent.	2448 St. Catherine street.
Graham, Geo.	Riddell J. M.	General Freight Agent.	2448 St. Catherine street.
Graham, Hugh	Barton, J. W.	General Freight Agent.	163 St. James street.
Grand Trunk	Loud, J. W.	Eastern District Freight Agent.	Chaboulier square.
Ry. }	Harris, A. H.	Stationers.	130 St. Etienne street.
Grange, W. F.	Granger Freres.	Butter and Cheese.	130 St. Etienne street.
Granger, W. F.	Montreal Watch Case Co.	Stock Broker and Auditor.	12 Board of Trade Building.
Grant, C. H. A.	Canadian Rubber Co.	Secretary-Treasurer.	Coteau Landing.
Grant, John G.	Wilson & Greene.	Live Stock and Insurance Agent	1699 Notre Dame street.
Green, E. Hilton.	Greene, Sons & Co.	Phosphates.	61 William street.
Greene, E. K.	Greene, Sons & Co.	Wholesale Furs.	125 Vitreum street.
Greene, E. K. Jr.	Greene, Sons & Co.	Wholesale Furs.	32 St. Jean street.
Greene, Geo. A.	S. Greenshields, Son & Co.	Wholesale Dry Goods.	233 St. Paul street.
Greenshields, Edw. B.	Jacques Grenier & Co.	Insurance Agent	46 St. Sacrament street.
Grenier, Joesques.	Miller & Griffith.	Accountants	30 St. Francois Xavier street.
Grier, J. W.	Chas. Gurd & Co.	Aerated Waters	517 St. Paul street.
Griffith, John J.	Can. Fire Underwriters Ass'n.	Boots and Shoes.	517 St. Paul street.
Gurd, Charles.	J. & T. Bell.	General Manager.	17 Victoria square.
	Merchants Bank of Canada.	Accountant.	219 St. Paul street.
	M. McKenzie & Co.	Impress.	92 St. Francois Xavier street.
	Geo. W. Hamilton & Son	Stock Brokers.	Sherbrooke, Que.
	Henry & N. E. Hamilton	Dry Goods.	38 Jurois street.
	with Jas. McCready & Co.	Boots and Shoes.	424 Board of Trade Building.
	Robt. Hampson & Son.	Insurance.	1663 Notre Dame street.
	Montreal Warehousing Co.	Warehousing.	Cor. St. James and St. Peter streets.
	M. Hannan & Co.	Produce Merchants.	43 Grey Nun street.
	Hanson Bros.	Wire Goods.	21 St. Sacrament street.
	Greening Wire Co.	Financial Agents.	253 St. James street.
	Hudson Bay Co.	Shipping Agents.	23 St. Peter street.
	Harling, Ronald & Co.	Editorial staff.	39 St. Sacrament street.
	"Witness"	Shirt Manufacturer.	39 St. Sacrament street.
		Manufacture Agents.	234 Wellington street.
		Insurance Broker.	25 William street.
			185 St. James street.
			422 St. Paul street.
			185 St. James street.
			85 St. Peter street.
			213 Commissioners street.
			Cor. St. Peter and Craig streets.
			1883 Notre Dame street.
			206 McGill street.
			53 St. Nicholas street.
Hadriil, Alf. W.	Can. Fire Underwriters Ass'n.	Secretary.	424 Board of Trade Building.
Hagar, John T.	J. & T. Bell.	Boots and Shoes.	1663 Notre Dame street.
Hague, Geo.	Merchants Bank of Canada.	General Manager.	Cor. St. James and St. Peter streets.
Hains, John McD.	M. McKenzie & Co.	Accountant.	43 Grey Nun street.
Hamilton, Alex.	Geo. W. Hamilton & Son	Stock Brokers.	21 St. Sacrament street.
Hamilton, Geo. W.	Henry & N. E. Hamilton	Dry Goods.	253 St. James street.
Hamilton, H.	with Jas. McCready & Co.	Boots and Shoes.	23 St. Peter street.
Hamhill, Jno.	Robt. Hampson & Son.	Insurance.	39 St. Sacrament street.
Hampson, Harold.	Montreal Warehousing Co.	Warehousing.	39 St. Sacrament street.
Hampson, R.	M. Hannan & Co.	Produce Merchants.	234 Wellington street.
Hanna, George H.	Hanson Bros.	Wire Goods.	25 William street.
Hannan, M.	Greening Wire Co.	Financial Agents.	185 St. James street.
Hanson, Edwin.	Hudson Bay Co.	Shipping Agents.	422 St. Paul street.
Hanson, Jos. H.	Harling, Ronald & Co.	Editorial staff.	185 St. James street.
Hanson, Wm.	"Witness"	Shirt Manufacturer.	85 St. Peter street.
Hardisty, Joseph.		Manufacture Agents.	213 Commissioners street.
Harling, Thos.		Insurance Broker.	Cor. St. Peter and Craig streets.
Harper, James.			1883 Notre Dame street.
Harrower, Geo. H.			206 McGill street.
Harrower, Robt.			53 St. Nicholas street.
Hart, C. T.			

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Hart, Frank J.	Hart & Tuckwell.	Wholesale Fruits.	159 McGill street.
Harte, Jas. A.	Chemist.	1780 Notre Dame street.
Hart, Geo. F.	Coal.	92 St. James street.
Harvie, R.	Flour Merchants.	101 1/2 Bleury street.
Haskell, W. A.	97 St. James street.
Hastings, W. A.	37 Board of Trade Building
Hatton, D.	16 Bonsecours street.
Hays, Charles M.	130 St. Etienne.
Hébert, Albert.	41 St. Sulpice street.
Hébert, Chas. P.	41 St. Sulpice street.
Hébert, L. H.	297 St. Paul street.
Hébert, Zéphirin.	41 St. Sulpice street.
Hemsley, R.	256 St. James street.
Heneault, Louis H.	36 Napoleon street.
Henderson, D. H.	342 Williams street.
Henderson, R.	492 St. Paul street.
Henry, Edw. N.	337 St. Paul street.
Henry, A. C.	Windsor Station.
Henshaw, Fred. C.	8 Place Royal.
Henshaw, F. W.	8 Place Royal.
Herald,
Hersey, Randolph.	603 Craig street.
Hiam, Thos.	520 Board of Trade Building.
Hickey, J. N.	107 St. James street.
Hickson, Sir Jos.	90 Mackay street.
Higginson, Alex. T.	157 St. James street.
Hill, J. W.	13 St. John street.
Hird, Samuel.	48 William street.
Hishop, D. S.	13 Victoria square.
Hocler, Daniel.	235 Commissioners street.
Hodge, Geo.	Cor. McGill and St. James streets.
Hodges, J. H.	104 Grey Nun street.
Hodgson, Arthur.	Temple Building.
Hodgson, Henry.	67 William street.
Hodgson, Jonathan.	67 William street.
Hodgson, Thos. E.	349 St. Paul street.
Hogan, Henry.	349 St. Paul street.
Hogg, W. L.	139 St. James street.
Holden, Albert.	47 St. Francis Xavier street.
Holden, J. C.	30 St. John street.
Holland, Philip H.	43 Victoria square.
Hooper, Angus W.	46 St. Francois Xavier street.
Hooper, Geo. R.	2056 Notre Dame street.
Hope, Chas. G.	18 St. Alexis street.

Hopper, R. T.	R. T. Hopper & Co.	Asbestos, Phosphates, &c.	314 Board of Trade Building.
Howler, C. R.	Can. Pac. Ry Co's Telegraph	Manager	4 Hospital street.
Howell, A. W. D.	Bank of Toronto	Manager	552 St. James street.
Hudson, Firmin	Erphy's Cars & Co.	Wholesale Dry Goods	69 McGill street.
Hughes, H. H. F.	Hudson & Orsali	Wholesale Grocers, Liquors, &c.	276 St. Paul street.
Hunsicker, J. E.	Caverhill, Hughes & Co.	Wholesale Grocers	309 Commissioners street.
Hurtubise, A. J.	A. I. Hurtubise & Co.	Printing, etc.	St. Antoine street.
Hutchinson, Wm.	T. M. McKay & Co.	Commission Merchant	22 Foundling street.
Hutchins, Wm.	McIntosh & Hyde	Grain, &c.	42 Jacques Cartier square.
Hyde, Geo.		Millers	Ottawa, Ont.
		Ac-countants	157 St. James street
Inglis, James.		Merchant	8 Place Royale.
Irish, D. T.		Hardware Mfrs. and Founders	1090 Dorchester street.
Ives, H. R.	H. R. Ives & Co.		139 Prince street.
Jamieson, R. C.	R. C. Jamieson & Co.	Varnishes, Paints, Oils, etc.	13 St. John street.
Jacques, C. A.	G. E. Jacques & Co.	Forwarders	110 Common street.
Johnson, Chas. M.	Wells, Richardson Co.	Manufacturing Chemists	200 Mountain street.
Johnson, Chas. R. G.		Insurance Agent and Broker	42 St. John street.
Johnson, Wm.		Manager	53 St. Francois Xavier street.
Johnson, H. J.	Confederation Life Association	Local Director	207 St. James street.
Johnson, H. G.	Johnston SS. Line	Board of Trade Building	Board of Trade Building.
Johnson, Wm.	Johnston SS. Line	Board of Trade Building	Board of Trade Building.
Johnson, James	Jas. Johnston & Co.	Wholesale Dry Goods	26 St. Helen street.
Jones, Henri	Henri Jones & Co.	Flavoring Extracts and Grocers	389 St. Paul street.
Jones, J. H.	J. H. Jones & Co	Importers	198 McGill street.
Joseph, Hy.		Real Estate	16 St. Sacrament street.
Joseph, Horace		Real Estate	16 St. Sacrament street.
Joyce, J. H.		Real Estate	988 Dorchester street.
Judge, Alfred		Confectioneer	Phillips Square.
Judge, Edgar		Flour and Grain	512 Board of Trade Building.
Junkin, J. F.	Manufacturers Life Ins. Co.		Toronto.
Kavanagh, Walter.		Insurance Agent	117 St. Francois Xavier street.
Kennedy, John.	Harbor Commissioners	Civil Engineer	57 Common street
Kennedy, Murray	McLean, Kennedy & Co.	Steamship Agents	Board of Trade Building.
Kennedy, F.	Bank of Nova Scotia.	Manager	130 St. James street.
Kent, A. L.	Kent & Turcotte.	Accountants	Banque du Peuple Building.
Kerry, John	Kerry, Watson & Co.	Druggists	351 St. Paul street.
Kerry, W. S.	Kerry, Watson & Co.	Druggists	351 St. Paul street.
Killoran, John J.	Bushnell Co	Oils	136 McCord street.
Kilpin, Geo. J.			125 Board of Trade Building.
King, Col. Jas.		Manufacturers	Spencer Wood, Que.
King, Jas C.	Warden King & Son		637 Craig street.

LIST OF MEMBERS. — Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Kinghorn, G. M.	Montreal Transportation Co.	Secretary.	14 Place Royale.
Kinghorn, R. S.	Montreal Transportation Co.	Secretary.	14 Place Royale.
Kingman, Albert.	Kingman, Brown & Co.	Steamship Agents.	14 Place Royale.
Kingman, Fred.	Kingman, Brown & Co.	Importers Wines and Spirits.	25 Hospital street.
Kinloch, W. M.	Kinloch, Lindsay & Co.	Wholesale Grocers.	82 St. Peter street.
Kirkpatrick, Jno. E.	Kirkpatrick & Cookson.	Produce and Commission Merchants.	96 Grey Nun street.
Kirkpatrick, J. J.	Kirkpatrick & Cookson.	Produce and Commission Merchants.	96 Grey Nun street.
Kissock, W. M.	Caverhill & Kissock.	Importers.	91 St. Peter street.
Knowles, W. M.	W. M. Knowles & Co.	Steel Merchants.	9 Place Royale.
Knox, Jas. W.	Lyman, Knox & Co.	Wholesale Druggists.	374 St. Paul street.
Kohl, G. A.	B. & S. H. Thompson	Commission	26 St. Sulpice street.
Lebbart, Theo.	St. Lawrence Sugar Refining Co.	Vice-President.	26 St. Sacrament street.
Lebbé, Geo. H.	St. Lawrence Sugar Refining Co.	Furniture Mfr.	346 Delorimier street.
Leblais, Gustave.	St. Lawrence Sugar Refining Co.	Deputy Grain Inspector.	223 Commissioners street.
Leblais, Hospice.	St. Lawrence Sugar Refining Co.	Grain Inspector.	223 Commissioners street.
Lacaille, Chas.	Chas. Lacaille & Cie.	Wholesale Grocers.	329 St. Paul street.
Lacey, E. D.	Imperial Insurance Co.	Wholesale Grocers.	107 St. James street.
Lafontaine, E.	Sincennes McNaughton Line	Forwarders.	209 Commissioners street.
Lafontaine, C. Arthur.	Sincennes McNaughton Line	Forwarders.	209 Commissioners street.
Laing, Jas. N.	Laing Packing & Prov. Co.	Pork and Beef Packers.	33 Victoria Square.
Laing, Jno. D.	Laing Packing & Prov. Co.	Pork and Beef Packers.	139 Commissioners street.
Laing, Peter.	Laing Packing & Prov. Co.	Pork and Beef Packers.	839 St. Catherine street.
Latonde, Armand.	Boston & Maine Ry.	Can. Pass. & Ft. Agent.	839 St. Catherine street.
Lamb, Thos.	Boston & Maine Ry.	Can. Pass. & Ft. Agent.	City.
Lamontagne, H.	Hector Lamontagne & Co.	Grocer.	17 Chalabillez square.
Lang, H. H.	The Lang Manufacturing Co.	Leather.	480 St. Paul street.
Langlois Chas.	The Lang Manufacturing Co.	Biscuits and Confectionery.	20 St. Monique street.
Lapierre, Z.	Chas. Langlois & Cie.	Produce Merchant.	241 St. Paul street.
Laporte, Hormisdas.	Z. Laporte, Marin & Fils.	Boot and Shoe Manufacturers.	201 St. Paul street.
La Presse.	Laporte, Marin & Fils.	Wholesale Grocers.	72 St. Peter street.
Larivière, Fred. C.	Amiot, Lacours & Larivière.	Hardware, &c.	71 St. James street.
Latimer, R. J.	Amiot, Lacours & Larivière.	Hardware, &c.	591 St. Lawrence street.
Lavers, A. H.	Etina Life Insurance Co.	Carrriages and Sleighs	592 St. Paul street
Lavolette, D.	John L. Cassidy & Co.	Cashier	136 St. James street.
Law, Jas.	Law, Young & Co.	Crockery Importers	330 St. Paul street.
Law, Robt.	Greene, Sons & Co.	General Merchants.	88 St. John street.
Lawrence, W. V.	Davis & Lawrence Co., Ltd.	Furs, hats, etc	157 St. Paul street.
Learmont, Jos. B.	Davis & Lawrence Co., Ltd.	Manufacturers	356 St. Antoine street.
Lebel, J. P.	Caverhill, Learmont & Co.	Wholesale Hardware.	80 St. Peter street.
Leblance, Edouard L.	Jno. Lee & Co.	Provisions	69 Commissioners street.
Lee, John.	Jno. Lee & Co.	Ship liners, etc.	L. Epiphane, Que.
			207 Commissioners street.

Lefebvre, Michel.....	M. Lefebvre & Co.....	Manufacturers.....	80 Papineau avenue.
Lefebvre, M. Theodore.....	M. Lefebvre & Co.....	Manufacturers.....	80 Papineau avenue.
Lefebvre, M. Theodule.....	M. Lefebvre & Co.....	Manufacturers.....	80 Papineau avenue.
Legat, O.....	Sun Life Assurance Co.....	Manager French Department	Sun Life Building.
Legat, J. H.....		Boots and Shoes.....	724 Craig street.
Lemassurier, W. M.....	Cunningham & Lemassurier.....	Lumber.....	107 St. James street.
Letang, C. L.....	Letang, Letang & Co.....	Cordage and Commission.....	43 Common street.
Letchum, C. H.....	Letourneau, Fils & Co.....	Hardware.....	287 St. Paul street.
Levin, B.....	B. Levin & Co.....	Wholesale Hardware.....	259 St. Paul street.
Lewis, F.....	G. Lewis & Co.....	Importers.....	491 St. Paul street.
Lewis, W. F.....	Lewis Bros.....	Wholesale Hardware.....	1886 Notre Dame street.
Lewis, W. F.....		Wholesale Hardware.....	379 St. Paul street.
Lewis, Lansing.....	Calcedonian Fire Insurance Co.....	Manager.....	13 St. John street.
Lifton, G. A.....	Ame Coffee and Spice Mills.....	Coffee and Spice.....	185 St. James street.
Lifton, W. L.....		Watches, clocks, etc.....	191 Seigneurs street.
Lightbound, Geo.....	Lightbound & Ralston.....	Wholesale Grocers.....	30 St. Antoine street.
Lilly, E. A.....	London Assurance Co.....	Manager.....	124 McGill street.
Linton, R.....	Robert Linton & Co.....	Wholesale Dry Goods.....	1762 Notre Dame street.
Little, Leonard G.....		Timber Lands.....	Corner Lemoine and St. Helen streets.
Little, Wm.....	J. & J. Livingstone.....	Timber Lands.....	185 St. James street.
Livingstone, J. M.....	Lockerby Bros.....	Wholesale Oil and Flax Manufacturers.....	Baden, Ont.
Lockerby, A. L.....	Lockerby Bros.....	Wholesale Grocers.....	Corner St. Peter and St. Sacramento streets.
Lockerby, D. L.....	Lockerby Bros.....	Wholesale Grocers.....	Corner St. Peter and St. Sacramento streets.
Lockerby, W. W.....	Lockerby Bros.....	Wholesale Grocers.....	Corner St. Peter and St. Sacramento streets.
Lomer, Gerald.....		Coal.....	43 St. Sacramento street.
Lovelsae, E. M.....	Henderson & Lovelace.....	Coal.....	39 St. Lambert Hill.
Lovell, R. K.....	John Lovell & Son.....	Produce.....	25 St. Nicholas street.
Loynachan, Donald H.....	Loynachan & Seriver.....	Produce.....	21 Commissioners street.
Luttrell, Jos.....	Jos. Luttrell & Co.....	Manufacturers Confectionery, etc.....	680 Albert street.
Lyall, Peter.....	Peter Lyall & Sons.....	Contractors.....	88 King street.
Lyman, Chas.....	Lyman, Knox & Co.....	Wholesale Druggists.....	374 St. Paul street.
Lyman, Fred G.....	Lyman, Knox & Co.....	Wholesale Druggists.....	374 St. Paul street.
Lyman, Hy.....	Lyman, Sons & Co.....	Wholesale Druggists.....	80 St. Paul street.
Lyman, Henry H.....	Lyman, Sons & Co.....	Wholesale Druggists.....	380 St. Paul street.
Magor, John.....	John Magor & Son.....	Produce.....	14 Hospital street.
Magor, John H.....	Fk. Magor & Co.....	Manufacturers' Agents.....	16 St. John street.
Magor, Victor.....	John Magor & Son.....	Produce.....	14 Hospital street.
Major, E. J.....	Major Manufacturing Co.....	Manager.....	34 St. Francis Xavier street
Malone, J. C.....		Hay and Grain.....	Three Rivers, Que.
Mann, Albert.....		Chemist.....	201 St. Antoine street.
Maritotti, C.....		Marble and Granite Works.....	13 Beaver Hall hill.
Marsan, J. W.....	Canada Life Insurance Co.....	Life Assurance.....	186 St. James street.
Marsan, Wilfred.....		Wholesale Grocers.....	Westmount.
Martin, J. B. A.....	Laporte, Martin & Cie.....	Wholesale Grocers.....	72 St. Peter street.
Martin, J. P.....	P. P. Martin & Co.....	Wholesale Dry Goods.....	345 St. Paul street.
Mason, Hy.....	"Trade Bulletin".....	Publisher.....	1 Board of Trade Building.
Massey, F.....	Gurney, Massey Co.....	President.....	385 St. Paul street.

Co

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Mason, D.	D. Mason & Co	Wholesale Grocers	326 St. Paul street.
Mathewson, S. J.	J. A. Mathewson & Co.	Wholesale Grocers	202 McGill street.
Mathewson, W. B.	J. A. Mathewson & Co.	Wholesale Grocers	202 McGill street.
Mathewson, W. B.	J. A. Mathewson & Co.	Wholesale Grocers	202 McGill street.
Mathews, Amé.	Mathieu Freres.	Wines	21 Delbrosolles street.
Mathews, Eugélie.	Mathieu Freres.	Wines	21 Delbrosolles street.
Mathews, J. C.	R. G. Dunn & Co.	The Mercantile Agency	107 St. James street.
Mathews, J. E.	Lymburner & Mathews.	Brass Foundries	21 St. David lane.
May, Eves, k.	Thos. May & Co.	Wholesale Dry Goods	240 McGill street.
May, Gustave C.	Thos. May & Co.	Wholesale Dry Goods	240 McGill street.
May, Fredrick.	Thos. May & Co.	Wholesale Dry Goods	240 McGill street.
Meakins, Chas. W.	Meakins & Co.	Rush Manufacturers	313 St. Paul street.
Meichen, F. Stephen.	Lake of Woods Milling Co.	Millers	27 Board of Trade Building.
Meichen, Robt.	Lake of Woods Milling Co.	Millers	27 Board of Trade Building.
Meldrum, Jas.	Meldrum Bros.	Coal	22 Wellington street.
Meldrum, Wm.	Wm. Meldrum & Co.	Commission Merchants	29 Nazareth street.
Meredith, H. V.	Bank of Montreal	Manager	109 St. James street.
Meredith, J. S.	Merchant Bank of Canada.	Local Manager	205 St. James street.
Michaels, Alex.	Merchant Bros. & Co.	Grain and feed	202 Board of Trade Building.
Miles, Henry	Leeming, Miles & Co.	Importers Druggists' Specialties.	53 St. Sulpice street.
Miller, Wm. R.	Robt. Mont & Co.	Stock Brokers	12 Hospital street.
Milroy, Geo. J.	Robt. Mont & Co.	Tailor	2301 St. Catherine street.
Minto, Wm.		Secretary—reasurer	Westmount.
Mitchell, Alex.		Produce	22 St. John street.
Mitchell, Jas. M.		Real Estate	58 St. Francois Xavier street.
Mitchell, Jno.		Accountant	43 St. Sacrament street.
Mitchell, Robert.		Brass Finishers and Plumbers.	8 Bleury street.
Molson, H. R.	Robt. Mitchell & Co.	Ale and Porter	1006 Notre Dame street.
Molson, H. Markland.	J. H. R. Molson & Bro	Assistant Manager	200 St. James street.
Molson, J. W.	J. H. R. Molson & Bro	Ale and Porter	1006 Notre Dame street.
Mongemais, J. B. A.	Molson & Sexton	General Insurance Agents	101 St. Francois Xavier street.
Monk, C. D.	Dufresne & Mongemais.	Grocers	221 St. James street.
Montreal Elevating Co.	J. S. Bache & Co.	Stock Brokers	16 St. Sacrament street.
Moore, T. F.	T. F. Moore & Co	Coal and Wood	7 Place Royale.
Morgan, Jas.	Henry Morgan & Co.	Dry Goods, &c	1099 Mignonne street.
Morgan, C. D.	Henry Morgan & Co.	Dry Goods, &c	St. Catherine street
Morin, Chas. A.	Morin & Co.	Agents	107 St. James street.
Morin, J. E.	Morin & Co	Agents	107 St. James street.
Morrice, D.	D. Morrice, Sons & Co	Wholesale Dry Goods	1875 Notre Dame street.
Morrice, D. Jr.	D. Morrice, Sons & Co.	Wholesale Dry Goods	1875 Notre Dame street.
Morrice, W. J. W.	D. Morrice, Sons & Co	Wholesale Dry Goods	1875 Notre Dame street.
Morris, Alex.			79 St. Francois Xavier street.
Morris, C. E.			79 St. Francois Xavier street.

Morrissey, T. L.	Union Assurance Co.	Manager	55 St. Francois Xavier street.
Morton, Chas.	Temple Electric Co.	Manager	9 Chemnevillle street.
Morton, Henry	Barton, Phillips & Co.	Stationers	1755 Notre Dame street.
Moncel, G. N.	Escate Masson.	Manager	13 St. James street.
Mudge, E. W.	E. W. Mudge & Co.	Dry Goods	646 Craig street.
Mudge, H. J.	Queen Insurance Co.	Resident Manager	1759 Notre Dame street.
Muir, W. M. C.	V. A. McPherson & Co.	Produce and Commission Merchant	24 William street.
Muir, W. M.	Wm. Muir & Son	Coal Merchants	300 Wellington street.
Munderloh, Hy.	Munderloh & Co.	Shipping and Commission Merchants	61 St. Sulpice street.
Munn, Stewart	Stewart Munn & Co.	Commission Merchants	412 Board of Trade Building.
Munn, R. A.	Canada Paint Co.	Manager	St. John's N ^o 11 d.
Murray, H. E.	Beaver Line Steamships	General Manager	572 William street.
Murray, J. O.	Canada Shipping Co.	Ship Liner	Board of Trade Building.
Murray, W. G.	Lyman, Knox & Co.	Steamship Agents	8 Place Royale.
Mussel, Wm.	Thos. Mussen	Druggists	Board of Trade Building.
Mussen, H. S.	The Gault Bros. Co	Dry Goods, Carpets, Oilcloth, &c.	376 St. Paul street.
McCartney, Hy.	Sun Life Assurance Co.	Wholesale Dry Goods	1653 Notre Dame street.
McCauley, Robertson.	Sun Life Assurance Co.	Manager	21 St. Helen street.
McDonald, Alex. E.	Canada Paper Co.	Secretary	1766 Notre Dame street.
McFarlane, John.	Macintosh & Hyde	Paper Makers	St. John's, Que.
McIntosh, John.	Mackay Bros.	Accountant	578 Craig street.
Mackie, J. W.	J. W. Mackie & Co.	Wholesale Clothing Manufacturers	157 St. James street.
Maclean, John	J. G. McKenzie & Co.	Wholesale Dry Goods	Royal Insurance Building.
Maclean, J.	John Maclean & Co.	Wholesale Dry Goods	83 Victoria Square.
Macnider, A.	Bank of Montreal	Wholesale Hats and Furs	831 St. Paul street.
Macpherson, A. B.	Alexander Macpherson & Son	Chief Inspector	50 St. Paul street.
Macpherson, V. M.	Lonsdale, Reid & Co.	Hardware Merchants	109 St. James street.
McArthur, Alex.	D. Torrance & Co.	Wholesale Dry Goods	378 St. Paul street.
McArthur, Colin	Alex. McArthur & Co.	Steamship Agents	18 St. Helen street.
McArthur, D. J.	Colin, McArthur & Co.	Paper Mills	Quebec, Que.
McArthur, Jas. C.	McArthur, Cornelle & Co.	Wall-paper Manufacturers	6 LeMoine street.
McBean, A. G.	Geo. McBean & Co.	Wall-paper Manufacturers	1630 Notre Dame street.
McBean, Geo.	Vipond McBride & Co.	Paints, Oils, &c	1130 Notre Dame street.
McBride, Jas.	Drummond, McCall & Co.	Produce	412 St. Paul street.
McBride, John T.	McCaskill, Dougall & Co.	Wholesale Fruit	213 Board of Trade Building.
McCall, Jas. T.	McCaskill, Dougall & Co.	Fruits	312 Board of Trade Building.
McCaskill, D. A.	McCaskill, Dougall & Co.	Metal Merchants	351 Commissioners street.
McCroly, P.	Montreal Elevating Co.	Varnishes, &c.	307 Board of Trade Building.
McDonald, Jno	Caledonian Iron Works.	Coal	New York Life Building.
McDonald, W. C.	Jas McDougall & Co.	Accountant	212 Board of Trade Building.
McDougall, Alex.	Wholesale Woollens	Manager	93 William street.
McDougall, Edgar	Wholesale Woollens	Accountant	107 St. James street.
McDougall, James.	Wholesale Woollens	Manager	1736 Notre Dame street.
			7 Place Royale.
			196 Seigneurs street.
			10 St. Helen street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
McDougall, J. S.	The Gault Bros. Co.	Wholesale Dry Goods	21 St. Helen street.
McDougall, R. W.	Quebec Bank	Manager	New York Life Building.
McDougall, Thos.		Stock Broker	11 St. Sacrament street.
McEvers, D.	D. McFarlane & Co.	Stationers	316 St. James street.
McFarlane, C. H.	D. McFarlane & Co.	Stationers	316 St. James street.
McFarlane, David	Alex. McFee & Co.	Furniture Manufacturers	43 St. Sacrament street.
McFee, Alex.	Owen McGarvey & Son	Furniture Manufacturers	1853 Notre Dame street.
McGarvey, Owen	Canadian Rubber Co.	Manager	333 St. Paul street.
McGill, J. J.		Provision Merchant	343 Commissioners street.
McGillis, A. D.	M. T. McGrail & Son	Pork Packers	23 Wellington street.
McGrail, M. J.	M. T. McGrail & Son	Pork Packers	23 Wellington street.
McGrail, M. T.	Commercial Union Ass. Co, Ltd.	Manager	1731 Notre Dame street.
McGregor, Jas.	Alliance Insurance Co.		
McHenry, Geo. H.		Leather	9 Lemoine street
McIndoe, F. C. A.	Dowker, McIntosh & Co.	Wholesale Leather	70 St. Peter street.
McIntosh, H. E.	McIntyre, Son & Co.	Dry Goods	13 Victoria square.
McIntyre, Duncan	McIntyre, Son & Co.	Dry Goods	13 Victoria square.
McIntyre, Wm. Cassils	J. and Murphy & Co.	Dry Goods	St. Catherine street.
McKay, Geo. D.	T. M. McKay & Co.	Millers	Ottawa, Ont.
McKay, T. M.		Manufacturers' Agent	275 St. Catherine street.
McKay, W. Alex.		Butter and Cheese	370 St. Antoine street.
McKeown, Jas. H.	A. A. Ayer & Co.	Produce	570 St. Paul street.
McKergow, P. W.	J. C. McLaren Belting Co.	Leather Belting	10 St. Peter street.
McLagan, D. W.	J. & R. McLea.	Baking Powder	292 St. James street.
McLaren, D. W.	J. & R. McLea.	General Merchants, and S. S. Agents	383 St. Paul street.
McLea, John B.	McLean, Kennedy & Co.	S. S. Agents	3 Common street.
McLean, R. Facon	Montreal Transportation Co.	Board of Trade Building.	Board of Trade Building.
McLennan, Bartlett.		Broker	14 Place Royale.
McLennan, Duncan		President	Lancaster, Ont.
McLennan, Ewen	Montreal Transportation Co.	Master Stevedores.	17 Board of Trade Building.
McLennan, Hugh	Mills & McMaster	Manager	14 Place Royale.
McMaster, Jno. A.	Montreal Rolling Mills Co.	Builder's Supplies	185 St. James street.
McMaster, Wm.	The N. K. Fairbank Co.	Builder's Supplies	50 McGill street.
McMillan, W. J.	W. W. Oelvie.	General Contractor	Corner Port and Foundling streets.
McMurry, S. A.	W. McNally & Co.	Butter and Cheese	107 St. James street.
McNally, Geo.	W. McNally & Co.	Butter and Cheese	50 McGill street.
McNally, W.		Stocks and Grain	24 William street.
McNance, F. B.	D. A. McPherson & Co.		1 Place Royale.
McPherson, D. A.	Robert Allan & Co.		508 Board of Trade Building.
McKee, John			115 McGill street.
McShane, Jas.			
McShane, R.			

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Peddle, R.....		Grain Exporters.....	54 St. Francois Xavier street.
Pelton, G. S.....		Commission	58 St. Paul street.
Penfold, J.....	Bank of British North America.....	Manager	142 St. James street.
Penny, E. G.....		Oils.....	315 Peel street.
Perrin, C. F.....		Oysters, Game, Fish, etc.	127 Board of Trade Building.
Phillips, Geo. F.....	New York Cent. & Hud. Riv. R. R.	Agent.....	127 St. James street.
Phillips, H. S.....	Morton, Phillips & Co.	Stationers.....	1755 Notre Dame street.
Phillips, C. S. J.....	Pillow & Hersey Mfg Co.	Mrs. of Iron Rails, etc.	520 Board of Trade Building.
Pillar, J. A.....	John Pinder & Co.	Importers.....	301 Board of Trade Building.
Pitt, G. P.....	Twitchell, Chapman & Co.	Manufacturers' Agents.....	Portland, Me.
Pitt, Geo. S.....			206 McGill street.
Porteous, C. E. L.....	National Despatch Line.	Gen'l Manager.....	511 Board of Trade Building.
Porteous, John.....		Real Estate.....	260 Washington street, Portland, Me.
Porteous, Thos.....		Manager.....	188 St. James street.
Powell, W. B.....	G. N. W. Tel. Co.	Piano Manufacturer	2 St. Sacrament street.
Pratt, L. E. N.....	Banque d'Hochehaga.	Manager.....	1676 Notre Dame street.
Prendergast, M. J. A.....			Prescott, Ont.
Prescott Elevator Co.....		Customs Brokers.....	36 Foundling street.
Prevost, Hector.....	Hector Prevost & Co.	Accountants.....	Street Railway Chambers.
Prevost, Romeo.....	Romeo Prevost & Co.	Manufacturers.....	224 St. James street.
Prove, Geo. R.....	J. C. Simpson & Co.	Real Estate.....	181 St. James street.
Putnam, H. L.....	Jas. W. Pyke & Co.	Iron and Metal Merchant.....	35 St. Francois Xavier street.
Pyke, James W.....			
Quintal, Joseph.....	N. Quintal & Fils.....	Grain and Hay.....	223 Commissioners street.
Quintal, Jos. Ed.....		Wholesale Grocers.....	270 St. Paul street.
Racine, Alphonse.....	Alphonse Racine & Co.	Wholesale Dry Goods.....	340 St. Paul street.
Ramsay, Alex.....	A Ramsay & Son	Paint Manufacturers.....	29 Recollet street.
Ramsay, W. M.....	Standard Life Insurance Co.	Manager.....	157 St. James street.
Ranson, H. H.....			Westmount.
Raphael, H. W.....	T. W. Raphael & Co.	Grain and Flour Merchants	43 St. Sacrament street.
Rawlings, Ed.....	Guarantee Co. of North America.	Vice-President.....	1761 Notre Dame street.
Redfern, J. H.....	Canada Sugar Refining Co.	Refiners.....	Westmount.
Redpath, F. R.....			39 St. Francois Xavier street.
Reed, John J.....	Grand Trunk Ry. System.....	General Traffic Manager.....	13 St. Sacrament street.
Reeve, Geo. B.....	Robert Reford & Co.	Steamship Agents.....	130 St. Etienne street.
Reford, R.....	Robert Reford & Co.	Steamship Agents.....	23 St. Sacrament street.
Reford, R. W.....	H. H. Regan & Son.	Grocers.....	23 St. Sacrament street.
Regan, H. H.....		Port Warden.....	455 St. Catherine street.
Reid, Capt. Arch.....			1991 Commissioners streets.

Reid, R. G.	Railway Contractor	185 St. James street.
Reid, William	Wholesale Dry Goods	18 St. Helen street.
Reinhardt, Chas. S.	Brewers	529 City Hall.
Rendell, Jas. F.	Commission	305 Board of Trade Building.
Richards, Griffith J.	Mercantile Agency &c.	1738 Notre Dame.
Rich & Ont. Nav. Co.	Auditors	228 St. Paul street.
Riddell, A. F.	Land Surveyor	22 St. John street.
Rielle, Jos.	Insurance Brokers	New York Life Building.
Riley, John E.	Insurance Brokers	204 Board of Trade Building.
Riley, J. J.	Insurance Brokers	204 Board of Trade Building.
Riley, J. J., jr.	Manufacturers	204 Board of Trade Building.
Roberts, E. A.	Sub-Manager	City.
Roberts, Geo. A.	Secretary-Treasurer	181 St. James street.
Robertson, Alex.	Flour and Grain	27 Common street.
Robertson, David	Insurance Brokers	71 St. Peter street.
Robertson, Duncan	Oils	92 McGill street.
Robertson, G. Ross	Insurance Brokers	11 Hospital streets.
Robertson, Farquhar	Coal Merchant	65 McGill street.
Robertson, John	Wholesale Stationer	343 St. Paul street.
Robertson, John A.	Manufacturers' Agent	501 Board of Trade Building.
Robertson, W. Frew	Insurance Brokers	157 St James street.
Robillard, Adolphe	Fire Insurance Broker	Standard Building.
Robinson, G. W.	Produce	223 Commissioners street.
Robitaille, J. A.	Freight and Passenger Agent	1-61 St. James street.
Rodden, Wm.	Grocers	212 St. Paul street.
Rolger, James	Iron Founders	110 St. Anne street.
Rolland, J. D.	Wholesale Dry Goods	21 St. Helen street.
Rolland, Oct.	Wholesale Stationers	6 St. Vincent street.
Ronald, J. R.	Wholesale Stationers	6 St. Vincent street.
Ronay, E. P.	Steamship Agents	213 Commissioners street.
Ross, J. C.	Boots & Shoes	207 Notre Dame street.
Rose, Robert	Lumber	P. O. Box 1158.
Rose, Ross D.	Manufacturers Agents	33 Lemoine street.
Ross, D. W.	Secretary and Treasurer	4 St. Sacrament street.
Ross, Geo. D.	Wholesale Grocers	514 Board of Trade Building.
Ross, Hy. Jas.	Commission Merchants	648 Craig street.
Ross, Philip S.	Accountants	180 St. James street.
Ross, W. P.	Accountants	18 St. Alexis street.
Rothwell, Ed. E.	Accountant	18 St. Alexis street.
Routh, F. A.	Real Estate	Street Railway Building.
Routh, J. H.	Manufacturers	157 St. James street.
	Shipping and Coal	24 St. Dizier street.
	Assurance Agents	105 Commissioners street.
		Canada Life Building.
Sadler, Geo. W.	Leather Belting	Cor. William & Seigneur streets.
Samuel, Thos.	Commission	8 St. Helen street.
Sauvageau, J.	Brokers	22 St. John street.
Savage, Ed. J.	Boots and Shoes	1721 Craig street.
Savage, J. G.	Oil Pressers, etc.	168 McCord street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Schever, Hermann S.	Hermann S. Schever & Co.	Importers and Manufacturers.	461 St. Paul street.
Selater, C. P.	Bell Telephone Co.	Secretary Treasurer.	30 St. John street.
Selater, Wm.	W. Selater & Co.	S.S. Shippies.	42 Foundling street.
Scholes, Francis.	Canada Rubber Co.	Managing Director.	332 St. Paul street.
Schultze, Ed.	Ed. Schultze, Son & Co.	Importers and Manufacturers' Agents	166 McGill street.
Schultze, John E.	Ed. Schultze, Son & Co.	Importers and Manufacturers' Agents	166 McGill street.
Schwob, M.	Schwob Bros.	Manufacturers.	165 Notre-Dame street.
Scott, Henry C.	Jas. Scott & Co.	Stock Broker.	113 St. Francois Xavier street.
Scott, Jas.	A. A. Ayer & Co.	Grain and Hay.	132 St. Antoine street.
Scott, Jno. H.	Wm. Davy & Co.	Exporters Butter and Cheese.	166 McGill street.
Scott, P.	McKay Milling Co.	Millers.	2056 Notre Dame street.
Scott, Wm.	The Perrault Printing Co.	Printers.	Ottawa, Ont.
Seath, David.	Robt. Seath & Son.	President and Manager.	73 St. James street.
Sexton, D. Morgan.	Molson & Sexton.	Merchant Tailor.	1870 Notre Dame street.
Shallow, F. D.	"Le Moniteur du Commerce."	General Insurance Agents.	101 St. Francis Xavier street.
Shanly, Walter (C.E.)	Jas. Linton & Co.	Proprietor.	43 St. Gabriel street.
Shaughnessy, Thos. G.	Canadian Pacific Ry.	Roads and Shoes.	139 St. James street.
Shaw, Frank Ross.	Merchants Bank of Canada	Vice-President.	87 Victoria square.
Shaw, Robert.		Grain and Produce.	Windsor Station.
Shaw, Thomas.		Inspector.	223 Commissioners street.
Shearer, James.		Produce.	Cor. St. Peter and St. James street.
Shearer, Jas. T.	Shearer, Brown & Co.	Lumber.	34 S. Peter street.
Shearer, John S.	J. S. Shearer & Co.	Saw and Planing Mills.	172 Shearer street.
Shorey, C. L.	H. Shorey & Co.	Manufacturers' Agents.	172 Shearer street.
Shorey, S. O.	H. Shorey & Co.	Clothing Manufacturers.	9 Lemoine street.
Silverman, Simon.	Silverman, Boulter & Co.	Clothing Manufacturers.	1856 Notre Dame street.
Simms, Francis H.		Wholesale Furriers.	495 St. Paul street.
Simms, Robert.			43 St. Sacrament street.
Simpson, Geo. W.	Royal Insurance Co.	Stock Broker.	43 St. Sacrament street.
Simpson, Geo.	Bell Telephone Co.		11 St. Sacrament street.
Simpson, John.	Bell Telephone Co.	Produce.	Place d'Armes.
Simpson, J. Craddock.	J. Craddock Simpson & Co.	Real Estate.	472 St. Paul street.
Sims, A. Haig.	A. H. Sims & Co.	Shirts, Collars and Cuffs.	181 St. James street.
Sincennes.			54 Latour street.
Sinton, Jas. C.	Phenix Ins. Co. of Brooklyn, N.Y.	Forwarders.	209 Commissioners street.
Sise, C. F.	Bell Telephone Co.	Agent.	10 St. John street.
Slater, Geo. A.	Geo. F. Slater & Sons	Pres dent.	30 St. John street.
Slessor, James.	Jas. Johnston & Co.	Boots and Shoes.	Cor. Alexander and Jurons streets.
Slessor, Wm. P.	Jas. Johnston & Co.	Wholesale Dry Goods.	26 St. Helen street.
Small, E. A.	E. A. Small & Co.	Wholesale Dry Goods	26 St. Helen street.
Smith, Chas. F.	Jas. McCready & Co.	Manufacturers.	Victoria Sq.
		Boot and Shoe Manufacturers.	4 St. Peter street.

Smith, Sir Donald A.	Hudson's Bay Co.	418 Board of Trade Building.
Smith, G. F. C.	Liverpool & London & Globe Ins. Co.	16 Place d'Armes square.
Smith, J. Lionel	L. J. Smith & Son	1 Place Royale.
Smith, Lionel J.	L. J. Smith & Son	1 Place Royale.
Smith, M. B.	W. Howe, Smith & Co.	15 St. Sacrament.
Smith, R. Wilson		173 Notre Dame street.
Smith, Wm. B.	Dominion Transport Co.	56 Simpson street.
Smith, Wm. Oliver		2 Place Royale.
Smith, Chas. E.	H. L. Smyth & Co.	645 Sherbrooke street.
Smyth, R. N.	H. L. Smyth & Co.	43 St. Sacrament street.
Snetsinger, J. G.	Acme Coffee and Spice Mill	43 St. Sacrament street.
Snow, Wm.		191 Seigneurs street.
Stanchiff, F.	British Empire Mut. & Life Ins. Co. Graham & Co.	134 Notre Dame street.
Starks, Geo. R.	Dominion Transport Co.	162 Notre Dame street.
Searns, I. H.		163 St. James street.
Searns, Sargent P.	Equitable Life Assurance Co	2 Place Royale.
Stephens, W. Barclay	Western Loan and Trust Co.	27 Belmont street.
Stephens, G. W.	Jno. T. Stephens.	187 St. James street.
Stevenson, Arch W.	Montreal Carriage Leather Co	13 St. Sacrament street.
Stevenson, I. R.	Stevenson & Blackader	1778 Notre Dame street.
Stewart, Jas. H.	Jas. Stewart & Co.	92 Beaudry street.
Stewart, James	Verret, Stewart & Co.	260 St. James street.
Stewart, J. F.	Kingston & Mont. Forwarding Co.	20 Lemoine street.
Stewart, Wm.	Kingston & Mont. Forwarding Co.	87 St. Peter street.
Stikeman, David	With W. C. MacDonald	178 St. James street.
Stirling, John	Bank of British North America.	Kingston, Ont.
Stonegrave, A. C.	John Stirling & Co.	10 Port street
Strachan, James	Central Vermont R. R.	414 Board of Trade Building.
Strachan, Wm.	Wm. Strachan & Co.	1736 Notre Dame street.
Strangman, Chas	Canadian Brewing Co.	373 St. Paul street.
Stroud, F. St. G.	W. D. Stroud & Sons	136 St. James street.
Stroud, H. W.	W. D. Stroud & Sons	142 German street.
St. Arnaud, L. N.	L. Chaput, Fils & Cie.	38 Jacques Cartier street.
St. Denis, Edouard	Hodgson, Sumner & Co.	Cor. DeLorimier ave. & Burnett street.
Summer, Geo.	E. A. Small & Co.	33 St. Sacrament street.
Sutherland, Geo. A	Verret Stewart & Co	33 St. Sacrament street.
Sutherland, James		2 De Bresoles street.
		349 St. Paul street.
		Victoria Square.
		12 Port street.
Tarut, Alfred	Accountant	191 St. Georges street.
Tasler, James	Insurance	180 St. James street.
Tacey, Wm.	Architects	1707 Notre Dame street.
Taylor, A. T.	Jos. Ward & Co.	43 St. Sacrament street.
Taylor, Chas. R.	Railway Supplies	325 Commissioners street.
Taylor, Homer	Commission.	751 Craig street.
Taylor, Jas. A.		39 St. Francois Xavier street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Taylor, John.....	J. & H. Taylor.....	Railway Supplies.....	751 Craig street.
Tees, D. T.....	Tees, Wilson & Co.....	Tea Merchants.....	"I" Board of Trade Building.
Tees, Wm. C.....	Tees & Co.....	Undertakers.....	300 St. James street.
Teifer, H.....	.....	Live Stock Agent.....	Mill street.
Telmosse, L. W.....	.....	Accountant and Trustee.....	16 St. James street.
Tellier, H. J.....	Tellier, Rothwell & Co.....	Bankers and Brokers.....	24 St. Dizier street.
Terroax, Tancrede D.....	Garand, Terroux & Co.....	Real Estate Agent.....	37 place d'Armes square.
Tester, J. W.....	.....	Merchants.....	36 Board of Trade Building.
Tiffin, H. J.....	.....	Wholesale Dry Goods.....	329 St. Paul street.
Thibaudeau, A. A.....	Thibaudeau Bros. & Co.....	Freight Manager.....	135 St. John street.
Thomas, F. Wolferstan.....	Hamburg American Packet Co.....	General Manager.....	200 St. James street.
Thomas, R. K.....	Molsoms Bank.....	Boots and Shoes.....	712 1/2 Craig street.
Thompson, Edwin.....	The Thompson Shoe Co.....	Grain and Freight Brokers.....	30 1/2 Sacramento street.
Thomson, Adam G.....	Montreal Transportation Co.....	Superintendent.....	14 place Koyale.
Thomson, Geo. A.....	.....	Grain and Freight Brokers.....	80 St. Sacramento street.
Thomson, Malcolin.....	St. Lawrence Starch Co.....	Secretary.....	55 St. Paul street.
Thorneloe, R. C.....	R. C. Jamieson & Co.....	Mrs. of Varnish.....	140 St. John street.
Thouret, Emile.....	Thouret & Co.....	Importer of Dry Goods.....	30 St. Peter street.
Tippet, Arthur P.....	A. P. Tippet & Co.....	Lumber Merchants.....	20 St. Francois Xavier street.
Todd, John Watson.....	Watson & Todd.....	Mrs. Shirts, Cuffs and Collars.....	305 Commissioner street.
Tooke, Ben.....	.....	S. S. Agents.....	40 St. Helen street.
Torrance, John.....	David Torrance & Co.....	S. S. Agents.....	17 St. Sacramento street.
Torrance, John, jr.....	.....	Coal Agents.....	101 Notre Dame street.
Torrance, W. F.....	David Torrance & Co.....	Importers.....	188 McGill street.
Tougas, Eusebe.....	P. D. Dods & Co.....	Forwarders and Cartage Agents.....	188 St. James street.
Tough, John.....	Shedden Co.....	Tea.....	4 St. John street.
Trew, A. E.....	Hunt & Co.....	.....	St. Johns, Que
Trotter, W. C.....	.....	.....	St. Louis du Mile End.
Turanne, R. Auzias.....	Canadian Produce Co.....	.....	601 Wellington street.
Turner, Richard.....	.....	Grocers.....	1724 Notre Dame street.
Turnbull, John.....	W. J. Turpin & Co.....	Financial Agent.....	16 St. Sacrament street.
Turpin, W. J.....	Northern Assurance Co.....	Stock Brokers.....	151 St. James street.
Tyre, Robt. W.....	.....	Provisions.....	533 Commissioners street.
Vailancourt, J. A.....	.....	Confectors.....	1285-1291 Notre Dame street.
Viau, C. T.....	Viau & Frère.....	Wholesale Grocers.....	1260 St. Lawrence street.
Villeneuve, Hon. J. O.....	J. O. Villeneuve & Co.....	Wholesale Fruits.....	261 Commissioners street.
Vivond, George.....	Vipond, McBride & Co.....	Wholesale Furrer.....	535 St. Paul street.
Vegel, Albert.....	.....	.....	.....
Wainwright, Wm.....	Grand Trunk Ry.....	Assistant General Manager.....	130 St. Etienne street.
Wait, Geo. S.....	Geo. Wait & Co.....	Produce.....	9 William street.

Walbank, Wm. McLea.	Walker Bros	Architect	214 St. James street.
Walker, Chas. J.	Quebec Bank	Linens	7 Victoria square.
Walker, John	Mona Saw Mills	Accountant	New York Life Building.
Ward, Hon. J. K.	Jos. Ward & Co.	Lumber Manufacturer	P. O. Box 1158.
Ward, Joseph. H.	Wm. Ware & Son	Grain &c.	351 Commissioners street.
Ware, Wm. F.	Imperial Oil Co.	Importers	40 St. Helen street.
Warrington, J. C.	Kerry, Watson & Co.	Exporter of Cheese	113 William street.
Waterman, Isaac	Watson, Foster & Co.	Exporter of Cheese	London, Ont.
Watson, Hugh	Canada Sugar Refining Co.	Petroleum Refiners	251 St. Paul street.
Watson, W. W.	H. & A. Allan	Wholesale Druggist	86 Grey Nun street.
Watt, Alexander	Co-Operative Wholesale Soc'y, Ltd	Wall Paper Mfg.	30 St. Francois Xavier street.
Watt, D. A. P.	W. Weir & Sons	Secretary	173 St. Antoine street.
Wieland, A. C.	Banque Ville Marie	SS. Agenis	27 Common street.
Weir, Godfrey	Welsh & Rough	Bankers	172 St. Peter street.
Weir, William	"Gazette" Printing Co.	President	153 St. James street.
Welsh, A. A.	E. A. Whitehead & Co.	Caterers	1796 St. James street.
White, Richard	Jas. Whitham & Co.	Managing Director	Cor. Craig and St. Francois
White, Smeaton	Whitley Bros.	Assisant-Manager	Xavier streets.
Whitham, James	Whitley Bros.	Insurance Agent	
Whitley, A. G.	J. E. M. Whitney & Co	Mfrs. Boots and Shoes	183 - t. James street.
Whitley, Fred	Wight & Esdaille	Leather Importers	43 St. Maurice street.
Whitney, John E. M.	A. T. Wiley & Co.	Leather Importers	16 Lemoine street.
Wight, R. E.	Caldwell, Tait & Wilks	Leather Importers	14 Lemoine Street,
Wiley, A. T.	Wilson & Gillespie	Commission	318 Board of Trade Building.
Wilks, Arthur W.	Jas. Wilson & Co.	China and Glassware	1803 Notre Dame street.
Williamson, James	Thos. Robertson & Co.	Auditors	1109 Notre Dame street.
Wilson, A. A.	J. C. Wilson & Co.	Warehousing	4 Prince street.
Wilson, Jas	Wilson, Paterson & Co	Stock Brokers	13 Hospital street.
Wilson, James R.	Wilson, Paterson & Co	Mills, Railways & Steamship Supplies.	6 Common street.
Wilson, Joseph	Wilson, Paterson & Co	Hardware	640 Craig street.
Wilson, J. C.	The Central Agency	Coal and Wood	1-8 William street.
Wilson, J. H.	Winn & Holland	Paper Manufacturers	Craig street.
Wilson, J. T.	John Dougal & Son	General Merchants	1874 Notre Dame street.
Wilson, Frank	Hermann H. Wolf & Co	General Merchants	25 Board of Trade Building.
Wilson, Walter	W. K. Wonham & Sons	Produce	83 St. Peter street.
Winn, J. H.	Shedden Co.	Iron and Steel	12 De Bresoles street.
Winness	Young, Andrew	Publishers	49 St. Francois Xavier street.
Wolf, Hermann H.		Importers and Wholesale Merchants.	Cor. Craig and St. Peter streets.
Wonham, W. R.		Importers and Commission Merchants.	288 McGill street.
Woods, Samuel		Commission	315 Board of Trade Building.
			162 St. James street.
		Foreman	188 St. James street.

MONTREAL CORN EXCHANGE ASSOCIATION.

OFFICE-BEARERS FOR 1896.

COMMITTEE OF MANAGEMENT.

PRESIDENT :—EDGAR JUDGE.
 ACTING PRESIDENT :—E. F. CRAIG.
 TREASURER :—W. A. HASTINGS.

R. M. ESDAILE, — DAVID ROBERTSON,
 ALEX. MCFEE, — R. PEDDIE.
 LIONEL J. SMITH.

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 A. J. BRICE, — A. G. McBEAN,
 THOS. A. CRANE, — A. MITCHELL.
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Alexander, James.	Gagnon, A. E.	Mason, Hy.	Raphael, H. W.
Allan, Andrew.	Gear, Wm.	Meighen, Robt.	Reeve, Geo. B.
Allan, R. A. S.	Girard, Auguste.	Michaud, Alex.	Reford, R.
Allen, Jas.	Gould, O. M.	Mitchell, Alex.	Rendell, Jas. E.
Archer, Robt.	Grand Ry. (Riddell, J. M. Loui, Jno. W. Harris, A. H. Burton, J.)	Montreal Elevating Co.	Robertson, David.
Baird, C. J.		Munderloh, Hy.	Robillard, Jos.
Baird, John.		Macnaberson, W. M.	Ronald, J. R.
Batterbury, F. R.		McBean, A. i.	Routh, F. A.
Bickerdike, R.		McEvers, D.	
Brice, A. J.		McFee, Alex.	Scott, Jas.
Brown, Thos. B.	Hanna, Geo. H.	McGrail, M. J.	Scott, J. P.
Budden, H. A.	Harling, Thos.	McGrail, M. T.	Scott, Wm.
Byrd, Chas.	Harvie, R.	McKay, T. M.	Shaw, Frank Ross.
	Hastings, W. A.	McLea, John B.	Sinton, Jas. C.
Campbell, D. W.	Hodgson, Henry.	McLean, Chas.	Smith, Lionel J.
Campbell, Jas. B.	Hooper, A. W.	McLennan, Bartlett.	Smith, M. B.
C. P. R., City Frt. Agt.	Hunsicker, J. E.	McLennan, Duncan.	Smith, Wm. B.
" Foreign Frt. Office.	Hurtubise A. L.	McLennan, Hugh.	Starke, Geo. R.
Carruthers, Jas.	Hutchison, Wm.	McMillan, W. J.	Stewart, Wm.
Chamberlin, E. J.		McPherson, D. A.	Strachan, James.
Chaplin, Alfred:	Johnston, H. G.	McShane, Jas.	
Chouillou Lucien.	Judge, Edgar.		Thom, James.
Clarke, E. L.		Norris, Jas. S.	Thomson, Adam G.
Cookson, S.	Kennedy, Murray.	Ogilvie, A. E.	Thomson, D. G.
Coughlin, Cornelius.	Killoran, John J.	Ogilvie, W. W.	Thomson, Geo. A.
Craig, E. F.	Kinghorn, G. M.	Oliver, Walter.	Torrance, John
Craig, W. W.	Kingman, Abner.		Torrance John, jr.
Crane, T. A.		Parent, G. W.	Tough, John.
Crowe, John.	Labelle, Hospice.	Paton, Hugh.	Turenne R. Auzias.
Currie, Jas.	Laing, John D.	Peddle, R.	
Cuttle, Jas. A.	Laing Peter.	Penny, E. Goff.	Viau, C. T.
	Lalonde, Armand.	Philps, H. S.	
Dawes, J. P.	Lemay, E. H.	Poliniere, L. de.	Warrington, J. C.
	LeMesurier, W. M.	Porteous, John.	Watt, D. A. P.
Esdaille, C. B.		Prescott Elevator Co., per J. A. Jamieson, Mgr.	Wight, R. E.
Esdaille, R. M.	Magor, Victor.	Quintal, Joseph,	Williamson, James.
Evans, William.	Marsan, Wilfrid.		Young, Andrew
Fairbairn, John.			
Fraser, N. J.			

MONTREAL WHOLESALE GROCERS' ASSOCIATION.

OFFICE-BEARERS FOR 1896.

EXECUTIVE COMMITTEE.

PRESIDENT : CHAS. CHAPUT.

VICE-PRES. :—GEO. A. CHILDS. TREASURER :—ALBERT HEBERT.

DIRECTORS :—J. E. QUINTAL, H. LAPORTE, G. E. FORBES.

COMMITTEE OF ARBITRATION.

S. J. CARTER, P. GRACE, H. H. F. HUGHES, L. W. TELMOSSE, E. VILLENEUVE.

MEMBERS :

Arthur Birks. Boivin, Leonard I. Brosseau, D. C.	Forbes, G. E. Grace, P. Hébert, Albert. Hughes, H. H. F. Lacaille, Chas.	Laporte, Hormidas. Quintal, Jos. Ed. Robitaille, J. A.	Telmosse, L. W, Villeneuve, J. O.
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MONTREAL WHOLESALE DRY GOODS ASSOCIATION.

OFFICE-BEARERS FOR 1896.

PRESIDENT :—A. A. THIBAudeau.

VICE-PRESIDENT :—E. B. GREENSHIELDS. TREASURER :—WM. REID.

DIRECTORS :

A. W. D. HOWELL, E. A. SMALL.
P. P. MARTIN, R. N. SMYTH.

MEMBERS :

Brophy, Cains & Co. Jas. A. Cantlie & Co. Carsley & Co. Caverhill & Kissonock. Doull & Gibson. M. Fisher, Sons & Co. The Gault Bros. Co.	S. Greenshields, Son & Co. Hodgson, Sumner & Co. James Johnston & Co. Robert Linton & Co. Lonsdale, Reid & Co. J. G. Mackenzie & Co.	John Maclean & Co. McIntyre, Son & Co. P. P. Martin & Co. Thomas May & Co. D. Morrice, Sons & Co. Alphonse Racine & Co. H. Shorey & Co.	E. A. Small & Co. H. L. Smyth & Co. Thibaudeau Bros & Co. Tooke Bros.
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MONTREAL MARINE UNDERWRITERS' ASSOCIATION.

OFFICE-BEARERS FOR 1896.

PRESIDENT E. L. BOND.
 VICE-PRESIDENT :—J. H. ROUTH. TREASURER :—W. A. W. BURNETT.

EXECUTIVE COMMITTEE.

J. H. ROUTH, CHAIRMAN. WM. B. EVANS, WM. CUNNINGHAM,
 And ex-officio the President and Treasurer.

MEMBERS :

Edward L. Bond, W. A. W. Burnett, Gerald Lomer.	C. E. Gault, J. E. Riley, J. J. Riley, Jr.,	J. H. Routh, D. Morgan Sexton.
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MONTREAL BUTTER AND CHEESE ASSOCIATION.

OFFICE-BEARERS FOR 1896.

EXECUTIVE COMMITTEE.

PRESIDENT A. W. GRANT.
 VICE-PRESIDENT J. A. VAILLANCOURT.
 TREASURER :—FRANK DUCKETT.
 D. S. HISLOP, J. J. KIRKPATRICK, P. W. McLAGAN, A. C. WIELAND.

COMMITTEE OF ARBITRATION.

GEO. HODGE, A. HODGSON, CHS. LANGLOIS. JNO. MCKERGOW, WM. T. WARE

MEMBERS :

Alexander, James. Ayer, A. A. Bedard, N. F. Bell, Joshua, A. Brice, A. J. Brice, E. A. Dalrymple, Jas. Duckett, Hodge & Co.	Farrell, M. J. Grant, Alex. W. Hannan, M. & Co. Histop & Hunter. Hodgson, Arthur. Hodgson, H. A. Kirkpatrick & Cookson	Langlois, Chas. & Cie. McGillis, A. D. McKergow, John. McLagan, P. W. McPherson, D. A. & Co. Nivin, Wm. Oliver, Jos.	Shaw, Thos. Vaillancourt, J. A. Wait, Geo. & Co. Ward, Jos. Ware, W. T. Warrington, J. C. Wieland, A. C.
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MONTREAL METAL AND HARDWARE ASSOCIATION.

OFFICE-BEARERS FOR 1896.

PRESIDENT JAS. CRATHERN.

VICE-PRESIDENT :—THOS. J. DRUMMOND. TREASURER :—J. B. LEARMONT.

DIRECTORS :

FRED. FAIRMAN,
A. C. LESLIE,

WM. McMASTER,
JAS. PHYMISTER.

MEMBERS.

Bacon Bros.	King, Warden & Son
Canada Iron Furnace Co., Ltd. Chas. Cassils Caverhill, Learmont & Co. Cooper, Jas. Crathern & Caverhill	Letang, Letang & Co. Lewis Bros. & Co.
Dom. Wire Mfg. Co. Ltd. Drummond, McCall Pipe Foundry Co., Ltd.	Machinery Supply Co. Montreal Rolling Mills Co. McDougall, John
Gardner, Robt. & Son Garth & Co. Gurney, Massey Co., Ltd.	Pyke, Jas. W. & Co.
Hanson, J. H.	Robertson, Thos. & Co.
	Thompson, B. & S. H. & Co.

BANKERS' SECTION OF THE MONTREAL BOARD OF TRADE.

1896.

HARRY STIKEMAN, *President.*

W. W. L. CHIPMAN, *Secretary-Treasurer.*

BANK OF MONTREAL.	MOLSONS BANK.
MERCHANTS BANK OF CANADA.	BANK OF BRITISH NORTH AMERICA.
UNION BANK OF CANADA.	CANADIAN BANK OF COMMERCE.
BANK OF TORONTO.	QUEBEC BANK.
BANQUE VILLE MARIE.	BANQUE D'HOHELAGA.
MERCHANTS BANK OF HALIFAX.	BANK OF NOVA SCOTIA.

MONTREAL SHOE AND LEATHER ASSOCIATION.

OFFICER-BEARERS FOR 1896.

PRESIDENT :—EDWIN THOMPSON.

VICE-PRESIDENT :—JAS. LEGGATT. TREASURER :—J. T. HAGAR.

DIRECTORS :

J. C. HOLDEN.

CHAS. F. SMITH.

GEO. T. SLATER.

JAMES WHITHAM.

MEMBERS :

The Ames Holden Co. &
J. & T. Bell.
Fogarty Bros.
James Leggatt & Co.
Jas. McCready & Co.

Robin, Sadler & Haworth.
Geo. T. Slater & Sons.
The Thompson Shoe Co.
James Whitham & Co., Ltd.

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