



FORTY NINTH ANNUAL REPORT

OF THE

COUNCIL

OF THE

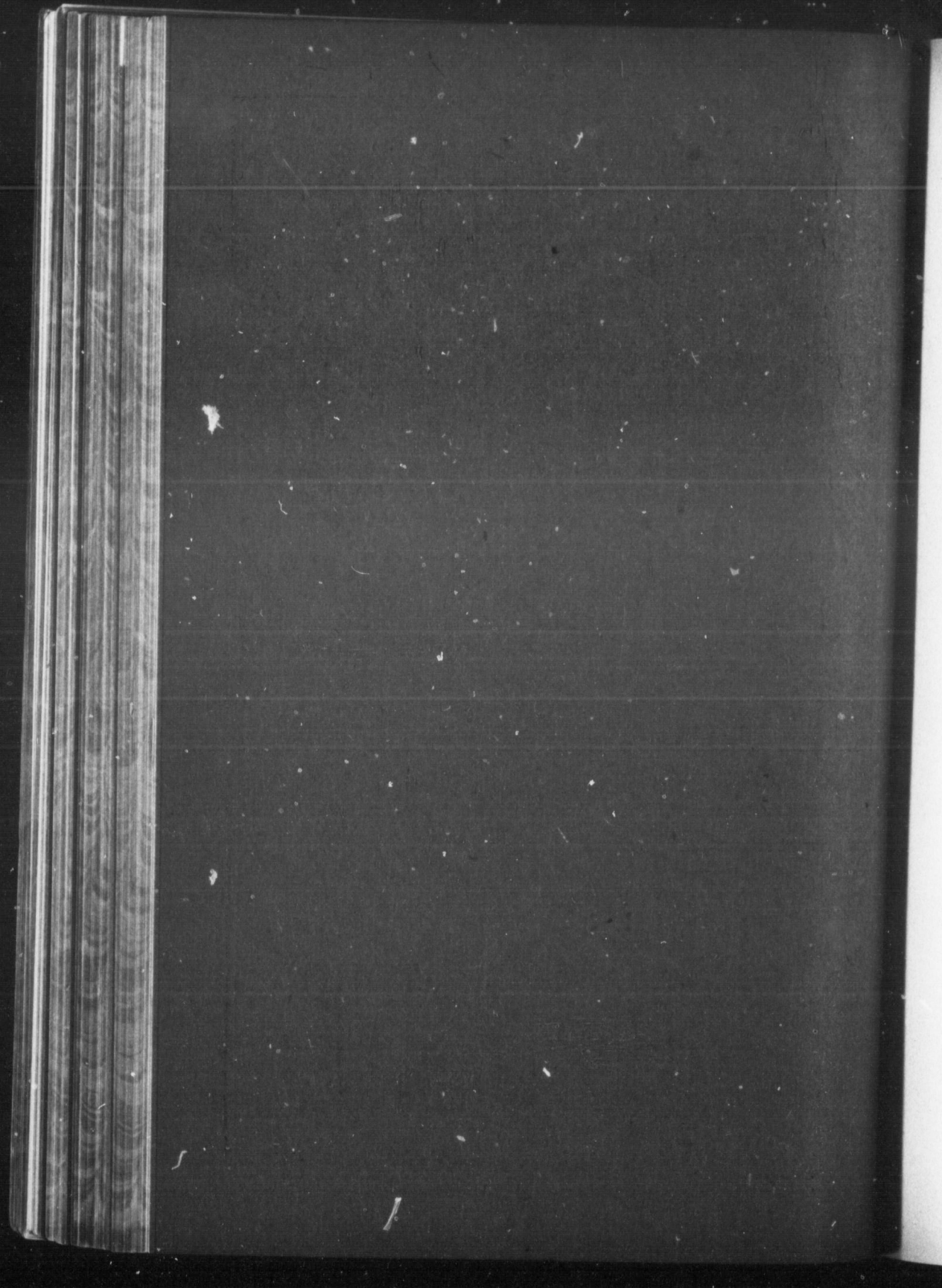
MONTREAL BOARD OF TRADE.

BEING

For the Year ended 31st December, 1891.

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

Montreal:
THE GAZETTE PRINTING COMPANY.
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REPORT.

To the Members of the Montreal Board of Trade :—

GENTLEMEN,

In accordance with the By-laws the Council herewith presents a general report of its proceedings for the past twelve months.

The year 1891 has been remarkable for one of the most bountiful harvests with which Canada has ever been favoured, the crops of all kinds of grain and field produce being abundant throughout the Dominion. Following upon three very poor years, the plentiful harvest has been exceptionally valuable, and in all probability has saved the country from a period of very great commercial depression, indications of which had already appeared in the suspension of some old established houses. Any expectation that the good harvest would occasion an immediate revival of business could hardly be realized, for until the crops are marketed in the spring the benefit thereof cannot be generally experienced, and moreover, there are losses of previous years to be provided for. The dry goods trade has once more exhibited instances of the mischievous results of the long credit system, and the state of the leather and shoe trade in the City of Quebec is affecting very unfavourably that business in this city.

The very mild weather in late autumn and early winter had a depressing effect upon certain lines of business by preventing the sale of seasonable goods, and, by allowing the farmers to continue their field work, it delayed the marketing of their crops. This will, however improve matters for the coming year, as the ploughing and spring work is generally well forward, and the crops should thus be correspondingly early. Recent tariff legislation in the United States has closed that market to Canada for many classes of goods, but this has led to a large increase in our business elsewhere, and especially with Great Britain. The export of goods to that country, in which there was already an established business, has been largely increased, and new lines have been opened up, among which eggs may be specified, the export of that product having already passed the experimental stage and assumed considerable proportions. The small crops in Europe will have a good effect upon this continent in stimulating the demand for wheat from Canada and the United States.

Canadian cheese continues to hold a good position in the English market, but butter is finding a strong and gaining competition from our sister colonies in Australasia. The live stock business continues to be one of the chief features of the export business, and the debated question of requisite provision on ship-board for that trade has led to such inspection by Government as will tend to retain for Montreal its high character as a port of shipment for live stock. The export of lumber has decreased considerably, owing chiefly to the almost entire cessation of the demand from South America.

Regarding Montreal the Custom House returns given below show a marked increase of the export trade, as compared with 1890, the total figures exceeding the highest of any former years by \$6,826,513. The imports remain almost unchanged, but the amount of duty collected thereon shows a decrease of nearly two million dollars, which is chiefly attributable to the placing of raw sugar upon the free list. The number of sea-going vessels arrived in this port during last year was a little less than in 1890, but the aggregate of their tonnage was larger, pointing to the increased size of the vessels now coming here.

YEARS.	Sea-going Vessels arrived in Port.	Total Tonnage.	Value of Merchandise Exported.	Value of Merchandise Imported.	Customs Duties Collected.
			\$	\$	\$ c.
1891	725	938,657	39,464,783	44,408,670	7,297,228.51
1890	746	930,332	32,027,176	44,102,786	9,201,426.86
1889	695	823,165	32,638,270	47,191,888	9,321,981.91
1888	655	782,473	24,049,638	39,866,527	8,778,291.32
1887	767	870,773	29,391,798	43,100,183	8,745,526.11
1886	703	809,699	28,078,330	40,469,942	8,362,618.94
1885	629	683,854	25,274,898	37,413,250	6,672,971.26
1884	626	649,374	27,145,427	42,366,793	6,772,675.68
1883	660	664,263	27,277,159	43,718,549	7,698,796.12
1882	648	554,692	26,334,312	49,749,461	8,395,654.07
1881	569	931,929	26,561,188	43,546,821	7,672,266.17
1880	710	628,271	30,224,904	37,102,869	5,231,783.80
1850	211	46,156	1,744,772	7,174,180	1,009,256.80

HARBOUR IMPROVEMENT.

The Committee on Harbour Improvement, appointed in February, 1890, was re-appointed by your Council, it being as follows:—Messrs. H. A. Budden, Chairman; Wm. Wainwright, Thos. G. Shaughnessy, Robert Reford, D. A. Watt, and R. M. Esdaile.

In May the Council approved a memorial from the Harbour Commissioners to the Government, by adopting the following resolution :—

That it being of vital importance to the trade of the country that the projected harbour enlargement at this port be proceeded with at once, the Hon. Sir Donald Smith, as senior representative of this city in Parliament, be asked to confer with the other members from the city and its immediate neighbourhood, and secure their influence in support of the memorial of the Montreal Harbour Commissioners, with a view to obtaining such legislation this session as will secure the early completion of the said works.

The prayer of the Harbour Commissioners' memorial was that the Government would arrange to advance the amount necessary at such rate of interest as may reimburse the Government under such favourable loan as the credit of the Dominion is able to secure.

At request of the Mayor this Board was represented on the delegation which waited upon the Premier, (Hon. J. J. C. Abbott), at Ottawa, on 26th June, anent Harbour Improvement and Flood Protection, when it was informed that a bill was before the House in reference to the harbour improvement of the city, and that he (the Premier) would see that an amendment to it was introduced for the purpose of enabling the Harbour Board to borrow the money which it deemed necessary. That legislation was duly passed, the Commissioners being empowered thereunder to effect a loan of one million dollars for harbour improvement, &c.

Since then a commencement of the improvement works has been made, and the Council hopes that they will be constantly pushed forward to completion. Sundry interesting particulars respecting the harbour and its improvement are contained in the following reports of the representatives of the Board and the Corn Exchange Association upon the Harbour Commission :—

REPORT OF THE BOARD'S REPRESENTATIVE ON THE BOARD OF HARBOUR COMMISSIONERS.

MONTREAL, Jan. 10, 1892;

To the President and Council of

The Montreal Board of Trade.

GENTLEMEN,—In January last the approval of Government was given to the plan of harbour enlargement and protection from winter floods, prepared by the Harbour Engineer and the City Surveyor, and approved of by the Harbour Commissioners, the City Council and the Board of Trade, but the necessary understanding as to finances and methods of constructing the works, between the Government, the Harbour Commissioners and the City Council was not arrived at until July.

It was agreed upon in that understanding that the Harbour Commissioners and the City shall share the cost of such works as are of joint benefit according to

the estimates of the engineers, and that the parapet wall and all the work on the harbour side of it shall be constructed under the supervision of the Commissioners and by means of their own staff and plant, it being considered that in this way the work can be carried out with the least possible disturbance of the traffic of the harbour and with greater economy and certainty than if done otherwise.

Under this arrangement a beginning was made in July last upon the under-water part of the Guard Pier, and by the close of navigation 73,000 cubic yards of dredging had been deposited upon it. Work will be resumed on the opening of navigation and continued upon an arranged programme extending over several summers. In the meantime the commissioners are building a powerful dredge, five steam derricks, a pile-driver and several scows, and are arranging for the other plant requisite for the prosecution of the work.

Two rather important additions to the wharf space which have been in progress in the eastern end of the harbour for the past two years were finished last summer.

The one is a shore wharf at Hochelaga, extending 1,370 feet in length, with an average breadth when fully finished of 300 feet, and with deep water berths in front; and the other is a pier at Maisonneuve of 640 feet in length by 180 in width with deep water berths at each side.

The two are sections of a general plan for utilizing the space occupied by the shoals at Hochelaga and together give an increase of 2,939 feet of wharf now available.

Amongst minor important improvements is the removal of the main part of a shoal which lay close to the north side of the channel below the Longueuil Ferry wharf, and which was dangerous to any deep draught vessel which might not have been got fully under control on going down the Current St. Mary.

A new double ramp of easy grade was built at Denonville Avenue, Hochelaga, which has proved of much value in the receiving of coal in that vicinity.

Yours respectfully,
 HUGH McLENNAN,
 Harbour Commissioner
 Representing the Board of Trade.

REPORT OF THE CORN EXCHANGE REPRESENTATIVE ON THE BOARD OF HARBOUR
 COMMISSIONERS.

MONTREAL, Jan. 13, 1892.

To the President and Committee of Management of

The Montreal Corn Exchange Association:

GENTLEMEN,—In the report which I had the honour to make to the Association a year ago, it was mentioned that the plans for Harbour Improvement and Flood Prevention, which had been prepared by the Chief Engineer of the Trust and the City Surveyor, and adopted by the Commissioners, the City Council, the Board of Trade and the Corn Exchange Association, had been submitted to the Department of Public Works for the approval of the Governor-in-Council. The official sanction

was given early in the year, and as certain portions of the work were to be carried on in concert with the Civic authorities, it was necessary that a general plan of operations should be agreed upon with the City Council. A scheme was ultimately adopted which divided the work into sections, extending them over a period of six years, and by which it is expected that they can be constructed without materially interfering with the business of the port.

Considerable time was necessarily spent in perfecting this arrangement, but the Commissioners were able in the month of July to make a beginning on the Guard Pier, and during the season some 75,000 yards of material were deposited upon the line of this pier.

An additional dredge and several derricks and scows and a pile driver are now being built, and the Commissioners further intend to provide during the winter such additional plant as may be required for an active prosecution of the work on the opening of navigation in the spring.

Satisfactory progress has been made during the past season in extending the wharfs at Hochelaga. The pier opposite the St. Lawrence Sugar Refinery has been completed and a considerable part of the shore wharf, extending from the Hudon Cotton Mills downwards, has been built, thus affording at this important point about 3,000 feet of available wharf space for the use of sea-going vessels. In addition to the improvements at this point, the Commissioners have built during the past year a double ramp at Denonville Avenue, which had become a necessity in view of the large quantities of coal that are discharged every summer in this vicinity.

During the last session of Parliament application was made to the Government for a loan of the money required for carrying out the improvements contemplated under the new harbour plans. The Minister of Finance did not see his way to complying with the request, but an Act was passed by Parliament authorizing the Commissioners to borrow to the extent of \$1,000,000 for this purpose.

Inasmuch as the expenditure to be made by the Harbour Board is estimated at \$2,000,000, the Commissioners feel warranted in believing that the claim they have urged upon the Government for a refund of the interest paid on the Ship Channel Debt, amounting to \$1,000,000, will be recognized by the Government, and that in this way they will be provided with sufficient means to enable them to carry forward this important work to completion.

Shipments of grain from this port during the past season were as follows:—

Wheat.....	6,136,996	Bushels.
Corn.....	2,194,811	"
Peas.....	2,000,468	"
Oats.....	778,920	"
Barley.....	814,382	"
Rye.....	2,253,460	"
Total.....	14,179,037	"

Compared with the season of 1890, these figures show an increase of 3,965,179 bushels wheat, 618,244 bushels peas, 68,920 bushels oats, 814,382 bushels barley, 2,012,597 bushels rye, and a decrease of 2,610,224 bushels corn, or a total increase in 1891 of 5,389,098 bushels.

The revenues of the harbour for the past year are practically the same as for the previous year.

Very respectfully,

CHARLES H. GOULD,

*Representative of the Corn Exchange Association
on the Board of Harbour Commissioners.*

THE CORN EXCHANGE ASSOCIATION RE-ELECTS ITS REPRESENTATIVE ON
THE BOARD OF HARBOUR COMMISSIONERS.

Mr. Chas. H. Gould's term of office as Representative of the Corn Exchange Association on the Board of Harbour Commissioners expired on Monday, 3rd August, and in compliance with the provisions of Act 39 Vic., Cap. 38, which provides that the election to fill the office must take place on that day, a Special Meeting of the Association was duly held, at which Mr. Chas. H. Gould was unanimously re-elected to be the Association's representative for another term of four years from that date.

OBSTRUCTIONS TO NAVIGATION.

Upon notice being given by the Montreal Bridge Company that it would seek for such amendment of its Charter as would allow of a reduction of the height of its bridge from one hundred and seventy feet above water level to one hundred and fifty feet, the Council addressed the Minister of Railways and Canals protesting against such reduction of height as detrimental to the harbour, and subsequently the city M. P's were requested to use their influence against the proposed amendment. The Council regrets to say that its efforts to prevent the bridge from being a possible obstruction to navigation were unsuccessful, as the reduction of height was approved by Parliament.

DEEP WATER BASINS ON LACHINE CANAL.

The Council, as requested by resolution adopted at last Annual Meeting, memorialized the Government praying for the construction of deep-water basins in the lower reaches of the Lachine Canal, and pointing out that such basins are an essential adjunct to the proposed deepened canals, and that their present construction will, by increasing the wharfage accommodation of the port for sea-going vessels, tend to relieve the congested state of the Harbour.

WATER POWER FOR ELECTRIC LIGHTING NORTH SIDE OF THE LACHINE CANAL.

A requisition was addressed to the Council by the Ocean and Inland Shipping interest of this port, recommending that a water power be created on the north side of the Lachine Canal that would give power sufficient to light that side to Cote St. Paul and the wharves down to Maissonneuve, and the Council wrote the Department of Railways and Canals recommending the creation of such power.

LIVE STOCK SHIPMENT FACILITIES.

The question of the facilities for the shipment of live stock from this port was considered early in the year, a committee being appointed to interview the railway companies and make general enquiry into the matter. That Committee reported as follows, and the Council communicated with His Worship the Mayor, as therein recommended :

To the Council of the Montreal Board of Trade.

GENTLEMEN,—Your Committee, Messrs. H. Montagu Allan, W. C. Munderloh and R. Bickerdike, appointed on the 3rd February, respecting Live Stock Shipment Facilities, with temporary substitution of Mr. D. A. Watt for Mr. Allan on 10th March, and of Mr. R. Reford for Mr. Munderloh on 17th March, begs to report as follows :

That it has been strongly represented to the Committee by the Cattle Trade that one general Stock Yard for the lairage of and traffic in live stock, and especially of cattle, is urgently required, and it is of opinion that this demand of that trade is reasonable, and that a serious effort should be made to supply said necessity ;

That your Committee considers that this desideratum should be provided, not by private enterprise, whether through the medium of a joint stock company looking for dividends or otherwise, but by the two great railways, acting in conjunction with the City Corporation ;

That as regards the requirements for such a stock yard the Committee's view is that an emplacement of 150 to 200 acres in extent, on high ground, with good natural drainage, not too distant from the city and easily accessible by the railway and street cars, would suffice for present requirements ; also, that, while it would be advantageous were it located near a water frontage, that is not a necessary qualification ;

That in the opinion of your Committee the two railways should each control one-third of the ground for railway yards, and the city should control the remaining third for market purposes, and perhaps also for exhibitions ;

That the question of site has not engaged the attention of the Committee, but it is informed that a suitable emplacement may probably be had at St. Henri, at Mile End and at Hochelaga, should the interests concerned favour any one of those localities.

That the mode of transferring animals to the ocean vessel is to some extent dependent on the site and should be considered in conjunction with its selection, inasmuch as the present system of driving animals through the busy streets and across crowded wharves is most objectionable. In some of the Atlantic cities the railways transfer their cattle from yards to vessels chiefly by cars and in others chiefly by craft. Should the former system be adopted here, the railways would require to make the necessary arrangements with the Harbour Commissioners before the adoption of the new harbour plans ;

That in connection with the cattle interest, as well as in other directions, the trade of the city is suffering for lack of a belt line of railway, which would afford an easy transfer of traffic between the east and west ends of the city, and would connect the wharves and factories at Hochelaga with the Grand Trunk system, and your Committee commends this desideratum to the favourable consideration of the Council ;

That the Committee recommends that the Council invoke the aid of the Mayor to bring about an agreement between the two railways and the city with respect to a Union Stock Yard, and also with a view to push on the construction of the connecting line of belt railway herein referred to.

The whole respectfully submitted, together with a request that your Committee be discharged.

D. A. WATT.

ROBERT REFORD.

R. BICKERDIKE.

28th April, 1891.

LEGISLATION RESPECTING THE LIVE STOCK TRADE.

The enquiry into the ocean carriage of live stock conducted in 1890 under the auspices of the Department of Marine, led to the introduction into Parliament of a bill by the Government, entitled "An Act respecting the shipping of Live Stock." That Bill was not approved by your Council or the Shipping Interest, for it proposed to empower the Government to make regulations simply by the issuance of Orders-in-Council—to make the inspector absolute,—and to levy an export tax on live stock. Before approaching the Government with regard to this Bill it was deemed expedient to arrange for a conference between representatives of your Council, of the Shipping Interest, the Live Stock Interest, and the Marine Underwriting Interest, so that if possible a basis of agreement

might be arrived at between these several interests. The conference was held and a wide difference of opinion between some of the representatives was revealed in discussion. The conclusion was, however, most satisfactory, the following memorandum being concurred in by all present :—

That legislation for the control of the live stock shipment trade is desirable and that such should be on the lines of the present Port Warden Act for Montreal or be an extension thereof, and provide as follows : (1) For the appointment by the Council of the Board of Trade of a board of examiners on which shall be represented the live stock export interest, the shipping interest and the marine underwriting interest ; (2) For the appointment by the Government of an inspector from among such able and fit persons as might, after examination by the board of examiners, be nominated for the office by the Council of the Board of Trade, such inspector to be independent of any other office. The cost of the office to be borne by the Government and not be a charge upon the trade. (3) For the adoption by the Government of such rules and regulations for the guidance of the inspector as may be recommended by the board of examiners and approved by the Council of the Board of Trade.

This memorandum was also approved and adopted by the Committee of Management of the Corn Exchange Association.

As these recommendations coincided with the Council's views previously expressed, a memorial based upon it was addressed by the Council to the Minister of Marine.

HOSPITAL AND POLICE DUES LEVIED UPON SHIPPING.

The Council has joined the Harbour Commissioners and the Shipping Interest in urging the Government to promote legislation for the abolition of the Police and Hospital Dues upon tonnage, giving as reasons that such abolition would rid Canadian craft of a discriminating tax at home and from the retaliatory tax levied in the United States,—that it would be an important step towards making Canadian ports free for shipping, and that it would aid the efforts now being made in Britain to procure the abolition of Light Dues there for which a tonnage tax on shipping is presently imposed.

PORT WARDEN REGULATIONS FOR LOADING GRAIN AT THIS PORT.

During the past season of navigation the question was raised as to whether the grain loading regulations of this port might not be modified, as the expense involved by them was said to be in excess of similar

charges at other ports. The opinion seemed, however, to be pretty general that it was inexpedient to make those regulations less stringent unless equal safety to vessels carrying grain could be guaranteed under the proposed modifications. The Council, therefore, deferred consideration of the matter until such time as full information respecting the regulations of other ports, and the result thereof as affecting the safety of vessels, could be ascertained, for which purpose the Port Warden will, before the opening of navigation, visit several United States ports and report the result of his enquiry to the Council.

DESIRED REDUCTION OF WHARFAGE DUES.

The Corn Exchange Association, at its Annual Meeting last year, having adopted a resolution expressing its desire that the Wharfage Dues on exports should be reduced, a committee of that Association waited upon the Harbour Commissioners and urged that if Montreal was to retain its export trade, some reduction on wharfage dues must be made. The reply of the Commissioners was, that in view of the proposed Harbour improvements, they did not see their way to hold out any hope that they may be able to reduce the Harbour charges until it be ascertained that the increased trade to be developed by the improvements will warrant it.

CANADIAN INSPECTION OF ENGINES AND BOILERS OF STEAMSHIPS HOLDING BRITISH CERTIFICATES.

At the close of 1890 the Minister of Marine intimated that owners and agents of steamships engaged in the import of coal from the Lower Province mines, should prepare for their inspection in the coming Spring and for payment of the dues imposed therefor under the Steamboat Inspection Act. The Council in concert with steamship owners and agents was however, successful in inducing the Honourable Chas. H. Tupper to exempt such steamships holding British inspection certificates from Canadian inspection.

REDUCTION OF CANAL TOLLS.

The Government was asked early in February to forthwith issue an Order in Council similar to that of the previous year providing for the reduction of Canal Tolls on eastern bound grain for export, but owing probably to the general elections which took place at the end of the

month, the Order was not passed until 25th March, when it was noted that its terms were very different to preceding Orders of the same kind. The following are the provisions of said Order in Council :—

A refund shall be made on the tolls collected on wheat, Indian corn, peas, barley, rye, and (if for export) oats, which may be carried through the Welland Canal and the St. Lawrence Canals to Montreal or any port east of Montreal.

The refund shall be such as to reduce the tolls to two cents per ton of the said products or any of them, and the conditions of such refund shall be the following :

1. The products aforesaid, on which the refund may be claimed, shall be shown to have been originally shipped for Montreal or some port east of Montreal before entering the Welland Canal, and
2. Shall be shown to have been actually carried to Montreal or some port east of Montreal.
3. Transhipment, if at a Canadian intermediate port, shall not prevent the refund aforesaid being made.

This Order in Council shall remain in force only for the present year, 1891.

Doubt arising as to the interpretation of the foregoing Order, the Department was written to with the result that a supplementary Order was issued on 29th April providing that the reduction of toll to two cents per ton for the passage through the Welland and St. Lawrence Canals of certain agricultural products shall be understood to apply to any portions of such cargoes lightered at Port Colborne and re-shipped at Port Dalhousie, and also to such products when shipped from Canadian Lake Ontario ports.

There having been during the past year considerable shipments of flax seed from Chicago for export via New York, it would be well if that product were included in the reduced rate of toll for grain, in order that shipments thereof by the St. Lawrence Route might be induced.

THE CORNWALL CANAL.

The delay in opening the Cornwall Canal last year led to the Council telegraphing the minister with regard thereto; but the canal was not ready for passing boats until 4th May, whereas the Lachine canal was opened on 27th April. In view of the large quantities of grain now waiting the opening of navigation for carriage to the sea-board, it is of the greatest importance this season that the Cornwall Canal be ready for the passage of craft at the same time as the Welland Canal.

DEEP-WATER WHARF NEEDED AT GROSSE ISLE QUARANTINE STATION.

Although this Board has twice previously urged upon the Government the need of a deep-water wharf at the Grosse Isle Quarantine Station, your Council was so impressed with the importance of this adjunct to that station that it memorialized the Minister of Agriculture praying for the construction of this much needed addition to the quarantine facilities.

A DEEP-WATER PIER NEEDED AT FATHER POINT.

The shipping interest having requested the Council to urge the Government to construct a deep-water pier at Father Point, and it being shown that the pier would be of immense advantage to ocean steamships calling there, and that its absence has caused loss of life in stormy weather, the Council addressed the Government asking that it approve the immediate commencement of the necessary works. Subsequently the Council forwarded to the Minister of Agriculture a petition signed by a large number of the commanders of ocean vessels trading to this port, which prayed for the erection of such a pier.

Another petition that a pier be built at that point was signed by several pilots and sent to the Corn Exchange Association with a request that it be transmitted to the Minister of Public Works, and this was done at the instance of the Committee of Management.

ESTABLISHMENT OF A TELEGRAPHIC STATION ON THE STRAIT OF CANSO.

At the request of the Charlottetown Board of Trade, signatures of the Steamship Companies interested in the navigation of that part of the coast were obtained to a petition from that Board to the Minister of Marine, praying that a telegraph station be established on the Strait of Canso, and recommending Port Hastings as the most desirable location therefor, and thereafter the petition was transmitted to the Minister.

TIDAL OBSERVATIONS IN CANADA.

The Board having supported the Committee of the British Association for the Advancement of Science in its efforts to procure the regular taking of tidal observations in Canada, the Council was glad to receive a copy of that Committee's final report which stated that the Canadian Government had undertaken to establish stations for systematic tidal observations.

STORAGE RATES ON GRAIN.

The action of the Railway Companies in abandoning without due notice the reduced rate for grain storage for first ten days led to a Special Meeting of the Corn Exchange Association being held at which the following resolution was adopted :—

“ That it be an instruction from this meeting to the Committee of Management to confer with the railway representatives and urge the continuance of the arrangement respecting reduced storage rates for grain entered into 10th Feb., 1890, or if such arrangement be not continued, that the Committee demand a reversion to free track delivery, to which receivers have a right.”

The Committee of Management accordingly met the representatives of the Railway Companies, and were so far successful in their protest that the rate on oats, the article chiefly affected, remained unaltered until the end of the season; other grain, however, had to pay the advanced rate of three quarters of a cent per bushel for the first ten days storage.

A G. T. R. DISTRICT GENERAL FREIGHT AGENT CONSIDERED PERMANENTLY NECESSARY AT CITY OFFICE.

The Council being advised that inconvenience was experienced by merchants owing to the frequent absence in Toronto on official duties of the G. T. R. District General Freight Agent, representations were made to the General Manager as to the necessity for the permanent presence here of an officer empowered to settle all questions of freight rates, &c., whose office should be in the business centre.

THE LICENSE FEE CHARGED IN VICTORIA, B.C., UPON COMMERCIAL TRAVELLERS.

Your Council joined the Dominion Commercial Travellers' Association in endeavouring to induce the City of Victoria, B.C., to repeal the By-law whereunder a license fee was charged upon all commercial travellers visiting that city for the transaction of business, and the Victoria Board of Trade also took action towards freeing commercial travellers from so vexatious an impost. The result of the agitation was that a bill was enacted by the Legislature of British Columbia which deprived the City of Victoria of the power to collect a license fee from *bona fide* commercial travellers, and thus any further action on the part of your Council was rendered unnecessary.

TRUST AND SAFETY DEPOSIT COMPANIES.

In accordance with a recommendation in the Council's Report for 1890, your Council memorialized the Minister of Finance, urging that legislation be enacted by the Dominion Parliament providing that no Trust companies should be incorporated unless provision be made whereby they will be compelled to place with the Government as security, deposits proportionate to the amount of business they transact, and also to furnish to the Government annual returns of such business. The Minister, in replying, said that he was much obliged for the suggestions made, which would receive due consideration whenever any Trust company seeks legislation at Ottawa, but that companies receiving charters from the local Legislatures could not be affected by Dominion legislation.

The business of a Trust company must of necessity frequently extend through two or three generations, and it is therefore most necessary that every possible precaution be taken to safeguard properties entrusted to their care, and to this end the charters of all such companies should provide that all trust funds held by them should be kept entirely distinct from the assets of the company, and that any violation of that provision should render the Directors liable to prosecution.

The Council therefore urges upon its successors, and upon all organizations interested in the public welfare, that any application to the Legislatures for the incorporation of Trust companies should be closely scrutinized, with the view of preventing the granting of any charters which do not contain due provision for the protection of interests confided to their care.

UNCLAIMED BANK DEPOSITS, DIVIDENDS, ETC.

At the instance of the Council, a clause was in, 1890, inserted in the amended Banking Act, providing that "Banks and other Corporations holding moneys, stocks, etc., belonging to other people should be compelled by law to endeavour to find the rightful owners thereof, and, further, that all corporations, individuals, etc., now making sworn returns to Government should state amount and particulars of such unclaimed moneys, etc., on hand." It is satisfactory to note that this legislation has caused the Banks to take steps to discover the owners of unclaimed monies in their hands, which, it is understood, have resulted successfully in many instances; the amount appearing in the sworn returns to Government will therefore be correspondingly reduced.

POSTAL MATTERS.

Imperial Penny Postage.—The Council was instructed by resolution adopted at last annual meeting of the Board, to urge upon the Government or Parliament (1) the adoption of the principle of an Imperial penny postage in so far as the Dominion has the power to do so, and (2) to enter into negotiations with the Imperial Government with the view of presently extending the system of penny postage to all countries included in the Postal Union, and ultimately throughout the world. Full consideration was given to these requests, but in view of certain utterances of the British Postmaster-General, which showed that, owing to a serious deficit on account of the postal service, he was unwilling to entertain any proposition involving a further decrease of revenue, the Council decided that it was inopportune to then fulfil the instructions of that resolution.

Canadian Transatlantic Mail Service.—In consequence of complaints received, the Council considered through a committee, the inefficiency of the Canadian transatlantic mail service, the following being its report as adopted by the Council:—

To the Council of the Board of Trade, Montreal:

GENTLEMEN,—Your Committee begs to report that there is a general complaint regarding the slow delivery of mails when coming by the Canadian mail service.

Instances have been brought under the notice of your Committee of letters arriving here by Canadian mail service six days later than mail matter received in Montreal by steamers which had left Liverpool for New York about the same date as the Canadian steamers alluded to.

In the opinion of your Committee the difficulty is with the postal authorities in England, who send the mails by the first mail steamers sailing irrespective of speed.

Your Committee is therefore of the opinion that the Canadian Government should limit the carrying of mails by Canadian route to steamers of not less speed than the Parisian or the Vancouver, and that when such steamers are not available the New York route should be used; and further, that the British Postal authorities should be communicated with by the Canadian Post-Office Department, requesting them to adopt a similar course.

A. A. AYER.
J. B. LEARMONT.
ALPHONSE RACINE.

MONTREAL, March 24th, 1891.

This report was communicated, with the Council's endorsement, to the Postmaster-General, who replied that it should receive early consideration.

The Government has recently advertised for tenders for a fast steamship service, weekly, between Canada and Great Britain and France, the service to be for the term of ten years from 1st April, 1893.

Printed Circulars charged Letter Rate because in Type resembling Type-writing.—Complaints being received from members that printed circulars issued by them were charged letter rate because in type resembling type-writing, the Council addressed the Postmaster-General urging that such printed circulars be charged the printed matter rate. The following extract from the Postmaster-General's reply to these representations will show that there is reason for his declining to make any change in the regulations :—

I beg to point out that as the Post-Office cannot possibly allow type-writing to pass at anything less than letter rate, it seems very unreasonable that business men, with an almost infinite variety of type to choose from in which to print their circulars, should choose a type expressly intended to imitate type-writing, and so far to embarrass the operations of the Post-Office. Admitting that a close examination will reveal a difference between type-writing and the printed imitations, why should the trouble of making such an examination be thrown upon the Post-Office, when so many other kinds of type, the use of which involves no trouble or difficulty whatever, are available? It seems probable that the reason why this kind of type is chosen, is that, having the appearance of type-writing, it seems to impart a more or less personal character to the communications produced by it. If this view is correct, the object is to get as far as possible the benefit of a written letter without paying letter postage. Were the Department to relax its rule on the point, the certain result would be a loss of postage through the inadvertent admission to the mails at printed matter rate of actual type-written communications. I very much regret the necessity for declining, under the circumstances, to alter the regulation objected to.

Reduced rate on Periodicals desired.—At the request of the Booksellers of this city, the Council transmitted with its endorsement a Petition from them to the Postmaster General, urging that the rate on periodicals, when sent by news agents to actual subscribers or to other news agents, should be reduced from four cents a pound to the rate prevailing in the United States for such matter, viz.: one cent per pound, it being represented that as there was no duty on magazines in either country, this difference discriminated against the Canadian importer of magazines.

CUSTOMS MATTERS.

Duty on packages containing free goods.—At the instance of a deputation of manufacturers and importers of this city which waited upon the

Council, representations were made to the Minister of Customs against the exaction of duty on packages containing free goods; this resulted in a circular being issued by the Department making packages containing free goods, being the usual packages which are commonly used for such free goods, not otherwise provided for, to be free.

INSOLVENCY LEGISLATION.

As the amendments to the law of this Province respecting Insolvent Estates agreed upon by the Quebec Board and your Council were but partially adopted by the Local Legislature, the matter has received further attention from both Boards, the following amendments to the Code of Civil Procedure being agreed upon between them for embodiment in a Bill to be presented at next session of the Quebec Parliament:—

1. That power shall be given to question under oath, the insolvent or the party managing the business for the insolvent at any time after the nomination of the curator at the request of a majority of the inspectors and curators combined, with the concurrence of the court.
2. That a sworn claim with vouchers attached for a sum of not less than \$200 shall be filed with a demand of assignment.
3. That parties holding general notarial powers of attorney shall be allowed to make demands of abandonment and vote at all meetings in virtue of said powers, either personally or by their signatures; that the same rule shall apply to incorporate companies, banks or municipalities, without the necessity of a special meeting of the directors to authorize such signatures, when those signatures are given by the recognized officer representing the institution.
4. That the Judge shall appoint as Curator or Curators, Inspector or Inspectors, the party or parties nominated by the majority in value of the Creditors present or represented at the meeting.
5. The Curator shall have the right to contest creditors' claims, provided he has the approval of the majority of the Inspectors and he has obtained permission from court, and all results of such proceedings shall be at the risk of the estate.
6. The Curator shall have the right to contest statements deposited by the insolvent, provided he has the approval of the majority of the Inspectors, and has obtained permission from the court, and all results of such proceedings shall be at the risk of the estate.
7. A delay of 24 hours shall be given the insolvent after the demand of abandonment to deposit his sworn statement in order to determine the time when a *capias* may be issued.
8. A delay of not more than eight clear days shall be given to call a meeting to appoint a Curator.
9. When a demand of abandonment served on a woman or minor children has not been complied with in the stated delay of 48 hours, power shall be given to take possession of said estate with same rights as if there had been an assignment.

10. The notice of abandonment shall have to be given by the provisional guardian of the estate within three days after the assignment; if at the expiration of such delay, such notices have not been sent, any creditor shall be authorized to send the same.

11. Immediately after the filing of the statement, on application to that effect made by the creditor demanding assignment or his attorney, the prothonotary appoints a provisional guardian, whom he, as far as possible, selects from among the most interested creditors, who, either personally or by a person whom he delegates for that purpose, takes immediate possession of all the property liable to seizure, and the books of account of the debtor.

12. The writ *capias* may also be obtained if the affidavit establishes that the debtor has been condemned to pay a sum exceeding \$80, exclusive of interest, from service of protest and costs, for a debt of a commercial nature; that the immovable and moveable property of which he appears possessed of have been discussed, and that he has refused to make an assignment of his property for the benefit of his creditors.

The Committee on Insolvency which had this matter under consideration reported recently that it considered the time opportune for a renewal of the efforts to obtain legislation by the Federal Parliament for the equitable distribution of the assets of insolvent estates. The Council agreed with that conclusion and commends the matter to the attention of its successors in office.

TELEGRAPHIC REPORTS OF CHICAGO MARKET QUOTATIONS.

A regular service of telegraphic reports of quotations of the Chicago markets has been maintained throughout the year, under arrangements made by the Corn Exchange Committee of Management; but this has involved a further increase of the appropriation made for the purpose.

TELEGRAPHIC ADVICES OF ARRIVAL OF TRANS-ATLANTIC STEAMERS.

It being considered desirable that Members of the Board should have opportunity of ascertaining the inward and outward arrivals of transatlantic Steamers plying between Liverpool and New York, an arrangement was entered into in March with the Canadian Pacific Railway Company's Telegraph to supply such information respecting the steamers of the leading lines, and since then this has been regularly posted on Change.

THE GRAIN AND PRODUCE TRADE.

Grain.—The export trade in Grain has been very large during the past season, and it has proved profitable to shippers. A special feature of the year were the heavy shipments of Rye, Buckwheat and Barley, the bulk

of the Rye and Buckwheat going to the Continent, and the Barley to Great Britain. Owing to the high rates of freight prevailing, a large number of tramp steamers have visited this port, and they sailed with full cargoes of grain for continental ports, some going as far as the Baltic.

The crops of all kinds of grain in this Province have been abundant, the farmers making free deliveries during October and obtaining good prices. In Ontario the crops have also been unusually good both in quality and quantity, but farmers are holding back deliveries as they look for higher prices on account of the shortage in the European crop.

Notwithstanding the high U. S. tariff rates considerable quantities of Canadian Barley have been shipped to that country, and Hay is now being imported there from this Province.

Flour.—As in 1890, the flour trade of 1891 has maintained a quiet character, and prices ranged steady until after the close of navigation, when they declined partly on account of the interruption to the Newfoundland trade occasioned by the prohibitive duty on Canadian flour recently imposed by that colony. While the tendency of Newfoundland dealers to purchase direct from western millers seems on the increase, the trade of Montreal with that country is still of sufficient importance for its loss to be felt, and it is earnestly to be hoped that the two Governments will come to some agreement whereunder Canada can again export flour to Newfoundland when navigation is resumed.

The wheat crop in Manitoba, though good, was somewhat damaged through inability to properly secure it, and in consequence it was slow in coming forward; hence it has been difficult for millers to procure wheat of a quality good enough to enable them to manufacture flour equal to last year's product.

Tables shewing the receipts and shipments of grain and produce at Montreal will be found on pages 24 and 25, the aggregate of Grain, Flour and Meal for the past five years being as follows:—

	1891.	1890.	1889.	1888.	1887.
	bush.	bush.	bush.	bush.	bush.
Receipts ..	24,176,289	18,215,063	18,722,865	14,711,495	20,795,976
Shipments.	18,651,409	13,550,974	15,257,678	10,207,802	18,701,767

Butter.—It is gratifying to note that the make of this article is again on the increase and that there has been a decided improvement in quality during the past season. The export demand has been good, and prices have been remunerative to the makers. It is to be hoped that this impetus to the trade will induce our farmers to go largely into the making of finest Creamery Butter, for there is a constant and good outlet therefor, and its production would add largely to the farmer's revenue, and thus help to enrich the country.

Cheese.—The production of Cheese in Canada during the past season has been large, but the figures fall a trifle below those of 1890. Owing to discrimination by United States railroads against the Montreal route, the shipments of U. S. Cheese *via* this port are considerably short of last year, and that reason accounts almost entirely for the difference in receipts for 1890 and 1891; the shipments during December were, however, unprecedentedly large. The trade during the past season has been a healthy one; prices paid at country points to the factorymen have been liberal and satisfactory to them. Canadian Cheese continues to hold a leading position in the British markets, and there has been a good steady demand all through the season for best goods. Stocks on hand at the first of the present year were estimated at about 165,000 boxes.

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

	1891.	1890.	1889.	1888.	1887.
BUTTER.	pkgs.	pkgs.	pkgs.	pkgs.	pkgs.
Receipts ..	211,978	150,903	143,703	91,043	113,382
Shipments.	84,069	40,549	62,395	36,023	97,541
CHEESE.	boxes.	boxes.	boxes.	boxes.	boxes.
Receipts ..	1,372,279	1,415,348	1,183,566	1,137,372	1,059,039
Shipments.	1,343,270	1,379,684	1,156,375	1,129,951	1,192,152

N.B.—It is estimated that about 100,000 boxes more Cheese are received annually than reported, receipts from some near points and by irregular boats not being recorded.

THE LIVE STOCK TRADE.

The total shipments from this port for the past season of navigation were 109,130 head of cattle and 32,042 sheep, aggregating in value nearly ten million dollars, on which there was paid in ocean freight nearly two million dollars.

Shipments of Live Stock from Montreal to particular ports during season of navigation 1891, with total figures for ten previous years:

PORT.	CATTLE.	SHEEP.
Glasgow.....	31,647	50
Liverpool.....	32,138	16,635
Aberdeen.....	10,761	100
London.....	9,173	12,238
Dundee.....	12,013	.....
Bristol.....	8,964	2,913
Newcastle.....	3,645	106
Various.....	809	.....
Total 1891.....	109,150	32,042
" 1890.....	123,136	43,372
" 1889.....	85,670	59,344
" 1888.....	60,504	45,528
" 1887.....	64,631	36,027
" 1886.....	63,932	93,856
" 1885.....	61,947	39,401
" 1884.....	57,288	62,950
" 1883.....	49,090	84,790
" 1882.....	28,358	63,667
" 1881.....	28,536	55,538

Receipts of Live Stock by Rail from the opening to the close of navigation for 1891, with comparative figures for 1890.

	1891.		1890.	
	CATTLE.	SHEEP.	CATTLE.	SHEEP.
Per Grand Trunk Railway.....	88,448	36,710	82,360	41,705
Per Canadian Pacific Railway.....	76,230	31,200	75,360	36,660
Totals.....	164,678	67,910	157,720	78,365

TOTAL SHIPMENTS OF PRODUCE TO PARTICULAR PORTS, VIA RIVER ST. LAWRENCE, FROM THE OPENING OF NAVIGATION, APRIL 27th, 1891 (first arrival from sea), TO THE CLOSE, NOVEMBER 21st (last departure for sea), WITH COMPARATIVE TOTALS FOR 1890.

PORTS.	Wheat bush.	Corn bush.	Peas bush.	Oats bush.	Barley bush.	Rye bush.	Flour bris.	Outmeal bris.	Commnal bris.	Ashes Pots and Fens bris.	Butter pkgs.	Cheese bxs.	Pork bris.	Lard bris.	Hams and Bacon boxes.	Canned Meats pkgs.	Phosp'te tons.
Liverpool	2,274,948	1,002,945	325,065	125,912	152,519	50,544	89,016	7,667	.....	688	31,190	418,182	114	3,872	2,398	45,537	6,895
London	588,454	162,291	420,796	365,692	49,957	159,487	159,487	1,207	.....	443	1,265	428,200	.....	.....	658	2,852	2,852
Glasgow	1,035,088	670,044	410,486	1,78,742	188,480	113,227	139,498	8,383	.....	191	15,930	148,286	.....	2,553	1,913	20,456	1,891
Avonmouth	1,177,290	16,312	148,010	40,615	112,822	29,113	6,163	.....	.....	85	18,489	324,130	.....	421	1,376	7,656	219
Aberdeen	40,262	.....	.....	.....	.....	.....	.....	.....	.....	.....	157	4,047	.....	.....	.....	.....	.....
Cardiff	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dundee	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grimby	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hartlepool	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hull	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leith	432,581	89,880	216,695	11,046	222,211	61,618	19,010	.....	.....	.....	139	13,702	.....	.....	.....	.....	.....
Newcastle	.....	17,500	35,850	.....	.....	27,422	1,930	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sharpness	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Queenstown	89,657	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Amsterdam	1,7864	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Antwerp	190,159	67,550	62,502	10,275	4,343	254,851	5,049	.....	.....	.....	150	.....	.....	60	.....	.....	.....
Christiania	20,000	.....	.....	.....	.....	170,782	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elsmore	.....	.....	.....	.....	.....	122,345	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hamburg	108,87	96,173	188,315	.....	54,96	905,613	.....	.....	.....	.....	1,464	.....	.....	.....	.....	.....	.....
Rotterdam	19,911	64,833	184,202	11,915	26,810	401,028	2,019	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stettin	.....	.....	.....	.....	.....	73,879	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stornoway	.....	.....	.....	.....	.....	73,039	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lower Ports	6,135,043	2,187,578	1,982,931	744,257	812,178	2,253,415	463,409	17,257	.....	1,637	68,825	1,386,646	114	11,316	6,788	74,467	15,135
	1,953	4,423	13,709	8,579	1,234	.....	2,6,118	3,218	1,755	.....	11,876	1,753	8,050	86	87	1,327	.....
Total for 1891	6,136,996	2,191,001	1,996,940	752,836	813,412	2,253,415	619,527	20,475	1,750	1,637	80,690	1,388,289	8,164	11,392	6,875	75,794	15,135
Total for 1890	2,161,945	4,314,463	1,396,209	216,151	3,127	240,863	676,183	15,063	4,321	1,877	35,251	1,371,575	15,871	11,175	50,049	74,455	23,488
Increase or Decrease	3,975,051 Increase	2,621,462 Decrease	600,431 Increase	536,685 Increase	810,285 Increase	2,012,552 Increase	6,656 Decrease	5,412 Inct'se	2,571 Decre'se	240 Decrease	45,448 Increase	33,176 Decrease	7,007 Decrease	217 Increase	43,174 Decrease	1,339 Increase	8,353 Decrease

TOTAL RECEIPTS OF PRODUCE AT MONTREAL DURING THE YEAR 1891, WITH COMPARATIVE FIGURES FOR 1890.

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brs.	Oatmeal. brs.	Cornmeal brs.	Ashes, Pots and Pearls. brs.	Butter. pkgs.	Cheese. boxes.	Meats, Hams & Bacon. boxes.	Leather. rolls
Per Grand Trunk Railway.....	791,314	20,970	786,757	686,410	845,906	34,398	361,552	11,617	125	664	97,560	789,362	50,522	27,913
Per Canadian Pacific Railway.....	1,903,675	9,350	721,855	929,594	238,498	106,984	723,078	23,209	.....	696	111,324	530,636	9,268	16,423
Via Lachine Canal and the River.....	5,694,698	2,096,780	515,607	116,622	297,681	2,284,576	66,841	386	375	411	3,094	72,281	.....	1,024
Total, 1891.....	8,389,687	2,130,080	2,024,199	1,732,626	1,352,085	2,425,987	1,153,421	35,212	500	1,771	211,978	1,372,279	59,790	45,360
Total, 1890.....	4,155,970	5,392,077	1,465,543	1,448,193	167,966	483,014	978,843	26,916	2,303	1,459	150,903	1,415,348	101,827	42,580
Increase or decrease.....	4,233,717 Increase.	3,171,977 Decrease.	540,256 Increase.	84,433 Increase.	1,184,089 Increase.	2,143,873 Increase.	174,578 Increase.	8,295 Increase.	1,803 Decrease.	312 Increase.	61,075 Increase.	43,000 Decrease.	42,037 Decrease.	2,771 Increase.

TOTAL SHIPMENTS OF PRODUCE FROM MONTREAL DURING THE YEAR 1890, WITH COMPARATIVE FIGURES FOR 1889.

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brs.	Oatmeal. brs.	Cornmeal brs.	Ashes, Pots and Pearls. brs.	Butter. pkgs.	Cheese. boxes.	Meats, Hams & Bacon. boxes.	Leather. rolls.
European, via River St. Lawrence.....	6,195,043	2,187,578	1,982,931	744,257	812,178	2,253,415	463,400	17,257	.....	1,637	68,823	1,376,646	81,255	2,435
Lower Ports, via River St. Lawrence ..	14,953	4,423	13,769	8,579	1,234	.....	206,118	3,218	1770	.....	11,876	1,753	1,414	201
Via Lachine Canal and River Steamers ..	.....	2,810	3,828	26,784	970	.....	52,861	.....	3,311	.....	1,018	1,594	593	872
Per Grand Trunk Railway.....	36,228	57,851	75,223	38,855	.....	.....	79,064	.....	.....	.....	2,352	3,277	2,975	1,331
Total, 1891.....	6,230,224	2,252,662	2,075,591	817,675	814,382	2,253,460	795,452	20,475	5,061	1,637	84,069	1,343,270	85,987	4,830
Total, 1890.....	2,293,666	4,970,236	1,458,191	298,245	10,397	242,654	824,752	15,784	11,293	1,877	40,549	1,379,684	127,239	4,440
Increase or decrease.....	3,936,558 Increase.	2,717,574 Decrease.	617,500 Increase.	519,430 Increase.	804,015 Increase.	2,010,806 Increase.	29,300 Decrease.	4,691 Increase.	6,142 Decrease.	240 Decrease.	43,520 Increase.	36,414 Decrease.	41,252 Decrease.	599 Decrease.

Lowest and highest price of Flour and Wheat in Montreal during thirty-one years.

Years.	STRAIGHT ROLLER FLOUR, per barrel of 196 lbs.		U. CAN. SPRING 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.
1891	4 50	@ 5 60	0 98	@ 1 06	1876	4 45	@ 5 50	1 03	@ 1 22½
1890	4 25	.. 5 20	0 97	.. 1 08	1875	4 10	.. 6 00	1 00	.. 1 36
1889	4 50	.. 5 95	1 12	.. 1 27	1874	4 40	.. 5 85	1 00	.. 1 36½
1888†	4 00	.. 6 25	0 82	.. 1 26	1873	5 50	.. 6 55	1 24	.. 1 55
	SPRING EXTRA.				1872	5 65	.. 6 80	1 30	.. 1 55
1887	3 40	@ 3 65	0 80	.. 0 97	1871	4 90	.. 6 60	1 17	.. 1 45
1886	3 30	.. 3 90	0 79	.. 0 94	1870	3 95	.. 6 80	0 90	.. 1 35
1885	3 40	.. 4 90	0 83	.. 1 07	1869	4 10	.. 5 50	0 95	.. 1 18
1884	3 35	.. 5 15	0 81	.. 1 20	1868	4 80	.. 7 65	1 08	.. 1 75
1883	4 55	.. 5 35	1 04	.. 1 20	1867	6 75	.. 9 45	1 47½	.. 2 00
1882	4 60	.. 6 25	1 04	.. 1 50	1866	5 40	.. 8 25	1 16	.. 1 60
1881	4 95	.. 6 65	1 18	.. 1 50	1865	4 20	.. 6 75	0 96	.. 1 30
1880	5 05	.. 6 10	1 13	.. 1 40	1864	3 75	.. 4 60	0 85	.. 0 98
1879	3 90	.. 6 35	0 98	.. 1 43	1863	3 85	.. 4 57½	0 87	.. 1 00
1878	3 92½	.. 5 35	0 85	.. 1 25	1862	4 10	.. 6 10	0 91	.. 1 08
1877	5 10	.. 8 50	1 16	.. 1 63½	1861	4 00	.. 5 60	0 90	.. 1 15

* In 1877 and 1884, Spring Extra Flour ruled highest before the opening of navigation, and previous to any movement in Wheat.

† Straight Roller having become the leading grade, quotations thereof were in 1888 substituted for Spring Extra.

INSPECTION OF FLOUR.

The quantities of Flour inspected in Montreal during the past thirty-one years were as follows:—

Year.	Quantity.	Year.	Quantity.	Year.	Quantity.	Year.	Quantity.
	Barrels.		Barrels.		Barrels.		Barrels.
1891	44,040	1883	279,433	1875	440,877	1868	497,660
1890	61,376	1882	266,329	1874	499,486	1867	404,320
1889	65,294	1881	253,752	1873	460,341	1866	260,130
1888	95,732	1880	248,428	1872	430,992	1865	240,658
1887	126,196	1879	273,832	1871	472,277	1864	363,454
1886	155,289	1878	347,030	1870	556,459	1863	618,520
1885	195,625	1877	329,588	1869	429,655	1862	626,691
1884	227,270	1876	451,529			1861	651,837

The various quantities of the different grades of Flour inspected here, for 1891 being as follows:—

GRADE.	1891. Barrels.	GRADE.	1891. Barrels.
Patent, Winter.....	390	Fine.....	1,338
Patent, Spring.....	116	Strong Bakers.....	968
Straight Roller.....	18,805	To Sample.....	7,576
Extra.....	5,118	Sour.....	5,704
Superfine.....	3,681	Rejected.....	344

STOCKS OF WHEAT AND FLOUR IN STORE AT MONTREAL.

DATE.		1891.		1890.		1889.	
		Flour, brls.	Wheat, bush.	Flour, brls.	Wheat, bush.	Flour, brls.	Wheat, bush.
January	3.....	42,418	210,273	67,577	354,269	98,263	603,541
"	10.....	46,445	243,529	63,984	235,064	98,298	558,560
"	17.....	47,789	255,986	64,224	213,869	96,501	556,560
"	24.....	48,172	276,680	63,139	214,824	96,501	467,981
"	31.....	46,597	315,601	61,089	216,047	96,821	471,891
February	7.....	48,054	346,637	62,342	208,946	94,611	479,644
"	14.....	49,043	397,748	61,103	200,601	94,925	485,291
"	21.....	50,481	426,020	63,044	197,976	92,646	433,636
"	28.....	53,546	408,575	62,827	188,858	95,737	433,550
March	7.....	58,279	398,547	62,510	179,392	97,882	438,882
"	14.....	58,007	368,717	61,222	174,733	99,554	438,499
"	21.....	60,579	385,540	60,421	173,733	98,923	432,004
"	28.....	58,891	407,133	61,600	152,096	101,460	425,598
April	4.....	63,947	439,374	64,369	150,747	103,366	436,554
"	11.....	68,495	479,443	63,050	173,063	104,953	449,443
"	18.....	70,903	525,662	60,278	183,595	104,819	454,359
"	25.....	71,809	575,229	62,751	177,795	98,462	460,385
May	2.....	76,246	699,328	66,869	178,674	99,752	496,777
"	9.....	79,039	552,726	67,905	116,603	97,728	553,662
"	16.....	78,239	371,108	71,368	111,780	97,931	472,509
"	23.....	71,372	348,297	74,586	114,023	96,796	535,771
"	30.....	71,309	402,302	72,215	111,110	94,744	413,887
June	6.....	69,756	412,258	76,734	93,698	95,874	368,437
"	13.....	67,964	397,757	79,664	88,943	92,496	402,171
"	20.....	64,371	502,992	74,573	88,705	87,367	419,009
"	27.....	68,938	469,815	72,421	96,331	83,838	415,985
July	4.....	68,716	438,816	73,086	80,056	80,627	411,183
"	11.....	74,085	352,455	71,234	90,413	76,498	407,002
"	18.....	66,189	343,938	68,520	92,134	72,380	407,902
"	25.....	64,091	328,040	65,401	43,077	70,685	319,787
August	1.....	59,931	255,406	62,697	34,069	71,846	297,550
"	8.....	55,170	223,343	59,281	73,320	70,348	319,508
"	15.....	54,227	240,193	58,775	93,354	70,707	366,262
"	22.....	56,189	241,871	49,668	65,603	69,640	343,081
"	29.....	51,105	234,740	45,531	48,437	66,440	334,273
September	5.....	52,628	282,070	47,758	25,717	68,641	283,693
"	12.....	46,981	253,071	46,387	83,728	62,217	281,300
"	19.....	43,403	167,712	47,641	70,285	61,782	242,978
"	26.....	49,084	163,123	46,615	80,306	61,825	233,997
October	3.....	46,148	79,371	46,015	77,042	61,066	238,212
"	10.....	49,701	239,685	47,149	51,091	63,367	250,326
"	17.....	44,093	289,144	44,645	58,050	61,762	245,852
"	24.....	50,184	349,685	42,177	90,586	56,258	158,382
"	31.....	40,409	347,469	37,570	90,973	57,716	143,982
November	7.....	25,232	268,197	36,838	87,479	58,506	220,644
"	14.....	28,388	304,638	35,254	96,128	59,484	235,399
"	21.....	23,667	262,270	32,788	55,049	58,240	244,888
"	28.....	22,969	256,201	32,471	94,167	59,407	206,258
December	5.....	26,671	281,599	34,637	108,667	62,317	248,634
"	12.....	44,978	267,171	37,304	135,863	65,258	265,138
"	19.....	33,677	238,058	38,914	146,430	66,053	277,231
"	26.....	38,545	252,782	39,830	175,127	67,628	276,658

STOCKS OF GRAIN AND FLOUR IN MONTREAL ON THE FIRST SATURDAY OF
EACH MONTH FROM 1870 TO 1891 INCLUSIVE.

1870.	JAN.	FEB.	MAR.	APR.	MAY.	JUNE.	JULY.	AUG.	SEPT.	OCT.	NOV.	DEC.
Wheat....bush.	519,536	496,272	459,665	431,411	447,094	851,034	561,873	370,243	540,175	531,069	592,644	502,610
Corn....."	10,100	10,000	10,050	0,000	10,000	10,100	9,000	8,000	4,000	.....	15,000	26,900
Peas....."	90,282	70,765	73,530	71,803	82,541	150,361	103,667	94,447	26,072	27,390	15,914	22,200
Oats....."	7,302	50	9,842	11,177	6,227	11,092	6,200	20,921	2,190	75	275	14,300
Barley...."	5,942	2,600	9,400	8,800	8,000	1,500	8,000	10,235	10,235	10,134	3,166	3,200
Rye....."	.....	.....	.....	.....	.....	.....	16,800	12,000	12,000	12,000	12,000	.....
Flour.....brls.	68,306	68,821	57,852	48,957	56,902	81,858	93,154	100,580	116,972	102,197	116,461	88,412
1871.												
Wheat....bush.	359,430	299,428	270,036	240,593	239,047	407,886	426,067	186,920	142,384	328,243	424,847	393,364
Corn....."	28,666	25,241	22,940	18,900	10,300	26,015	11,965	14,513	64,736	170,094	270,387	215,672
Peas....."	16,558	17,062	16,560	17,200	700	13,909	10,250	3,343	3,198	12,298	3,950	60,574
Oats....."	15,205	15,155	15,300	17,000	16,350	10,960	7,280	2,250	700	500	1,100	11,118
Barley...."	2,284	1,400	1,000	.....	.....	3,100	5,500	.....	.....	.....	35,700	10,890
Rye....."	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,000	8,227
Flour.....brls.	111,683	121,363	128,548	125,754	134,271	143,965	121,818	110,358	36,459	52,911	64,036	73,545
1872.												
Wheat....bush.	292,495	221,821	176,077	165,400	152,358	177,120	98,188	74,489	65,401	160,623	429,278	223,800
Corn....."	248,766	177,500	162,500	149,292	145,130	115,720	307,728	507,131	430,143	463,428	651,001	368,245
Peas....."	58,074	69,174	66,574	68,174	71,074	14,750	145,338	124,911	104,766	33,904	35,854	4,509
Oats....."	13,326	19,526	53,476	58,676	55,976	56,176	39,712	102,384	48,326	29,400	40,000	69,748
Barley...."	10,200	11,300	11,300	10,000	.....	4,000	400	500	8,650	2,100	3,800	11,000
Rye....."	5,727	4,500	8,400	4,000	3,400	300	300	300	300	300	.....	.....
Flour.....brls.	76,065	104,571	102,674	84,965	69,901	143,171	107,954	52,013	43,749	40,099	60,141	30,850
1873.												
Wheat....bush.	142,130	127,584	123,354	137,137	127,394	254,608	339,581	183,605	115,197	215,513	465,357	697,746
Corn....."	355,206	304,060	359,300	352,295	344,155	427,570	373,552	279,975	354,173	385,627	210,462	242,798
Peas....."	6,209	6,979	8,362	10,769	7,488	70,644	89,478	68,271	12,270	5,592	8,625	2,164
Oats....."	56,214	65,182	63,777	63,797	51,973	11,709	24,339	36,381	60,600	4,131	2,896	22,268
Barley...."	9,677	10,609	9,251	6,466	5,040	.....	8,000	12,042	6,042	2,042	19,117	15,897
Rye....."	.....	.....	.....	.....	10	.....	370	370	370	320	30	35
Flour.....brls.	38,153	37,565	54,617	68,246	86,501	136,208	92,016	48,662	58,770	37,483	57,974	70,830
1874.												
Wheat....bush.	779,841	684,329	631,468	594,772	605,934	741,516	244,687	333,841	118,894	108,053	245,188	280,177
Corn....."	240,798	239,798	194,764	130,822	94,438	122,935	65,439	42,020	30,283	8,400	15,000	90,887
Peas....."	3,929	2,184	21,361	18,385	32,441	90,245	51,236	5,742	2,702	13,995	23,911	3,130
Oats....."	25,522	25,968	19,068	18,368	18,868	3,028	8,170	6,620	2,513	1,223	4,924	5,247
Barley...."	14,230	3,350	1,502	433	886	.....	509	.....	.....	494	1,989	3,622
Rye....."	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flour.....brls.	80,522	89,069	93,847	95,722	119,184	131,567	96,575	102,984	33,975	26,655	27,863	42,341
1875.												
Wheat....bush.	223,307	166,296	169,693	182,126	221,020	202,354	251,115	262,784	177,560	186,749	311,146	456,312
Corn....."	30,304	25,517	19,589	20,000	31,701	27,612	17,430	15,631	29,264	30,266	40,993	38,341
Peas....."	41,567	25,998	93,269	151,913	215,128	114,964	23,406	3,032	1,851	5,857	16,393	21,268
Oats....."	6,608	2,507	2,507	2,918	3,935	12,745	9,346	2,981	1,011	3,777	10,201	.....
Barley...."	991	991	1,422	1,925	1,439	9,000	.....	.....	.....	.....	6,698	6,033
Rye....."	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flour.....brls.	69,129	70,433	55,091	48,120	95,086	83,081	60,523	45,992	39,992	40,126	45,896	43,581
1876.												
Wheat....bush.	328,309	247,267	394,335	49,744	428,360	555,595	440,067	284,527	438,884	362,791	261,804	105,374
Corn....."	23,716	26,610	51,574	20,488	20,125	49,345	103,856	17,178	13,802	49,657	40,649	31,094
Peas....."	19,989	26,939	53,790	113,906	185,502	143,561	119,459	67,158	1,361	21,814	1,379	11,850
Oats....."	13,388	15,911	17,456	18,942	21,352	7,906	96,433	127,061	37,592	84,572	23,842	28,759
Barley...."	16,541	6,541	6,541	14,541	10,502	4,699	4,699	4,699	4,206	12,088	7,468	12,721
Rye....."	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flour.....brls.	53,417	57,683	63,561	81,470	105,685	89,526	68,032	57,630	60,431	63,902	74,301	52,358
1877.												
Wheat....bush.	93,374	61,774	61,874	61,574	61,474	98,885	66,477	55,281	51,923	223,037	184,477	392,716
Corn....."	20,815	13,547	9,234	6,766	19,325	57,383	180,857	176,155	153,509	278,500	187,076	116,434
Peas....."	11,840	29,840	12,643	14,787	18,933	16,434	26,777	37,815	388	11,303	33,072	66,604
Oats....."	32,943	13,371	34,964	39,475	34,219	23,057	30,014	21,265	67,094	69,632	7,854	11,922
Barley...."	11,481	13,905	13,435	13,435	7,987	21,113	6,145	5,946	2,794	4,048	11,380	44,310
Rye....."	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,925	1,260
Flour.....brls.	53,004	53,372	53,812	64,741	71,021	65,420	56,987	51,569	29,636	37,469	49,941	31,911

STOCKS OF GRAIN AND FLOUR IN MONTREAL ON THE FIRST SATURDAY OF
EACH MONTH FROM 1870 TO 1891 INCLUSIVE—*continued.*

1878.	JAN.	FEB.	MAR.	APR.	MAY.	JUNE.	JULY.	AUG.	SEPT.	OCT.	NOV.	DEC.
Wheat... bush.	396,311	396,022	396,095	394,096	400,279	268,459	163,502	110,663	114,267	55,783	122,106	97,163
Corn..... "	121,421	124,150	124,883	121,831	129,447	180,561	176,611	210,409	167,865	207,880	76,495	117,558
Peas..... "	161,106	169,040	178,706	183,029	186,889	156,266	178,381	115,592	1,588	7,733	49,546	52,583
Oats..... "	9,368	9,343	10,102	12,096	10,846	16,465	31,669	34,185	7,894	7,958	9,473	24,425
Barley.... "	45,713	45,225	44,916	45,377	45,879	20,393	25,574	25,573	25,177	36,382	64,432	84,937
Rye..... "	1,394	1,144	1,144	1,144	1,144	1,044	960	809	968	660	962	969
Flour..... brls.	44,091	63,674	55,992	68,363	73,193	62,518	49,085	37,298	36,226	45,681	50,096	40,141
1879.												
Wheat... bush.	85,270	85,863	85,858	85,858	98,637	123,734	135,909	87,298	52,004	156,783	189,371	147,547
Corn..... "	118,858	118,252	118,252	118,252	99,295	42,373	118,566	17,300	2,000	38,000	31,800	10,565
Peas..... "	51,952	51,952	51,947	52,348	57,910	4,662	51,673	2,372	3,795	5,118	26,841	72,720
Oats..... "	23,141	21,82	25,193	23,992	21,519	15,074	32,141	40,191	1,744	1,049	12,502	129,945
Barley.... "	8,804	85,117	85,112	84,679	81,366	33,765	33,749	33,710	27,302	4,984	61,882	18,466
Rye..... "	869	869	869	869	86	86	1,632	342	342	1,625	22,390	7,199
Flour..... brls.	49,968	55,369	69,716	89,063	71,907	66,858	37,819	24,282	18,188	13,988	51,400	29,657
1880.												
Wheat... bush.	123,569	155,162	143,567	142,684	148,173	99,359	117,654	42,885	6,631	62,978	83,567	125,049
Corn..... "	9,50	31,500	32,500	88,428	35,890	140,30	116,621	2,50	39,390	30,500	22,000	25,500
Peas..... "	66,522	86,139	98,333	122,236	134,586	145,518	141,426	35,787	...	32,930	27,370	30,603
Oats..... "	127,389	130,121	130,333	130,221	130,974	38,173	133,062	65,629	62,767	50,29	37,960	4,570
Barley.... "	9,277	11,839	9,839	31,171	5,111	2,611	987	3,671	5,700	5,337	24,269	10,370
Rye..... "	21,056	36,51	37,366	38,133	38,646	11,322	1,511	1,511	1,958	1,880	2,839	7,297
Flour..... brls.	34,670	39,655	33,909	33,495	37,282	32,491	32,336	29,564	27,884	37,916	54,486	28,292
1881.												
Wheat... bush.	102,179	89,826	64,432	51,542	39,426	87,168	207,770	191,787	124,850	215,826	382,591	161,275
Corn..... "	15,000	6,16	47,100	14,522	13,072	14,981	97,828	112,984	55,872	47,088	44,203	69,015
Peas..... "	38,377	40,442	44,378	54,051	54,853	31,197	53,799	11,475	1,32	16,676	113,437	109,165
Oats..... "	...	752	3,942	27,249	22,901	65,816	77,696	4,454	27,967	6,116	19,734	60,049
Barley.... "	6,637	2,210	1,307	141	...	...	...	...	2,000	...	10,505	21,553
Rye..... "	7,547	3,035	8,463	8,499	9,735	41,598	55	46	46	10,477	36,081	33,986
Flour..... brls.	41,625	42,024	41,891	42,471	50,98	49,778	50,611	51,108	43,532	34,488	71,255	43,798
1882.												
Wheat... bush.	118,662	96,559	73,833	54,861	36,504	1,0668	104,285	123,458	75,288	84,340	257,259	303,404
Corn..... "	59,117	59,015	54,015	57,055	4,415	31,915	31,493	12,787	...	13,137	12,200	10,000
Peas..... "	110,612	118,834	116,297	139,386	151,582	152,375	101,798	21,644	19,868	4,400	68,676	25,942
Oats..... "	63,020	56,129	77,531	107,578	75,88	16,998	16,154	19,76	2,542	3,114	14,075	69,542
Barley.... "	22,963	31,934	19,954	19,454	3,967	2,368	493	2,735	1,280	493	12,216	26,640
Rye..... "	36,336	36,789	38,511	44,74	48,804	52,655	31,081	36,585	...	...	1,783	2,192
Flour..... brls.	44,043	49,158	65,540	61,767	67,193	80,726	74,672	60,852	48,131	41,028	43,92	37,188
1883.												
Wheat... bush.	230,490	294,318	198,453	224,114	240,501	335,945	295,753	188,574	120,450	126,655	130,848	212,505
Corn..... "	8,000	5,417	5,970	10,689	9,131	61,006	2,5792	117,28	12,549	37,383	46,311	20,400
Peas..... "	28,491	4,420	57,346	71,408	76,569	101,959	138,658	81,991	4,939	4,408	7,152	9,849
Oats..... "	63,884	65,529	84,378	95,861	90,800	30,561	83,444	99,832	52,347	9,731	2,502	6,586
Barley.... "	13,142	29,824	29,066	36,096	33,134	32,513	34,515	41,362	29,812	27,350	28,307	17,469
Rye..... "	4,866	13,27	25,193	26,928	26,928	65,883	74,511	72,139	15,51	51,529	12,573	14,596
Flour..... brls.	50,370	44,593	47,217	55,55	69,847	84,650	47,919	49,754	4,979	38,001	44,760	43,372
1884.												
Wheat... bush.	189,218	197,953	230,874	249,884	232,153	208,098	205,969	117,700	128,925	88,867	243,238	296,488
Corn..... "	15,532	13,667	14,946	1,955	1,316	43,471	56,156	40,728	...	500	240	450
Peas..... "	15,045	36,661	64,828	9,943	101,04	76,534	100,199	67,633	32,220	33,713	101,553	38,677
Oats..... "	3,366	3,429	2,504	3,645	3,964	19,237	52,406	44,536	1,399	1,204	6,531	4,836
Barley.... "	16,670	16,104	16,535	13,780	8,258	2,060	2,82	2,572	1,457	2,943	28,55	39,542
Rye..... "	16,98	28,410	31,948	32,848	34,343	2,601	751	631	63	1,175	2,346	3,211
Flour..... brls.	52,889	48,638	44,916	51,281	55,236	70,261	63,949	47,107	38,576	38,901	42,240	45,000
1885.												
Wheat... bush.	286,767	250,150	186,077	182,838	208,186	123,933	516,183	485,780	417,933	408,283	404,209	439,684
Corn..... "	2,515	1,735	2,535	2,074	1,474	14,093	57,323	1,232	3,300	3,938	55	734
Peas..... "	49,161	83,555	105,923	152,880	164,590	133,534	158,632	124,349	29,058	30,112	80,440	16,996
Oats..... "	736	1,030	14,718	18,477	20,389	8,947	13,783	24,152	5,482	6,125	18,063	82,290
Barley.... "	38,990	36,120	35,113	33,848	18,325	9,565	9,237	6,286	5,652	9,187	24,897	8,310
Rye..... "	4,311	16,20	17,555	17,555	18,549	1,419	6,691	604	4	884	634	655
Flour..... brls.	44,860	51,161	51,994	50,516	51,732	58,582	65,207	52,900	37,842	35,354	50,294	40,510

STOCKS OF GRAIN AND FLOUR IN MONTREAL ON THE FIRST SATURDAY OF
EACH MONTH FROM 1870 TO 1891 INCLUSIVE—*continued.*

1886.	JAN.	FEB.	MAR.	APL.	MAY.	JUNE	JULY.	AUG.	SEPT.	OCT.	NOV.	DEC.
Wheat . . . bush.	485,611	521,684	577,933	657,436	856,939	639,385	538,665	517,173	401,977	86,842	138,852	161,774
Corn "	355	1,218	1,578	544	544	57,995	24,057	36,450	10,439	1,600	11,632	62,008
Peas "	35,449	61,065	166,116	223,468	218,633	260,981	29,367	36,450	10,439	9,669	54,840	52,338
Oats "	86,542	99,522	155,612	177,451	187,810	73,869	74,258	82,597	41,065	57,862	176,004	97,735
Barley "	11,673	8,448	5,134	3,682	9,166	11,083	8,917	7,827	9,092	12,658	23,868	50,567
Rye "	3,786	5,482	6,319	12,581	14,854	40,593	43,161	31,760	31,747	30,843	31,241	15,743
Flour brls.	42,339	42,180	47,294	54,265	57,689	61,277	61,073	47,733	44,681	42,770	44,491	37,438
1887.												
Wheat . . . bush.	239,107	296,615	291,505	407,836	503,914	222,884	340,301	685,650	441,143	349,808	198,688	116,412
Corn "	61,606	60,708	59,208	57,181	53,681	6,009	10,181	3,332	4,000	107,952	6,023	10,392
Peas "	131,034	169,219	210,926	257,021	347,015	337,900	351,050	237,392	149,400	92,958	135,526	61,115
Oats "	57,213	77,996	102,120	155,933	132,130	80,521	191,277	168,184	124,460	126,508	121,200	190,850
Barley "	51,203	63,755	60,651	51,163	41,072	23,952	11,335	5,544	1,499	2,549	14,909	19,532
Rye "	21,676	21,672	12,791	22,282	21,719	20,735	16,306	12,253	11,427	10,593	7,196	7,209
Flour brls.	41,732	40,732	44,558	47,985	54,668	50,373	46,183	27,938	24,430	23,466	82,181	32,363
1888.												
Wheat . . . bush.	159,550	217,492	265,640	371,603	620,453	237,799	282,601	253,117	319,719	407,767	273,502	423,919
Corn "	9,084	6,714	6,661	6,383	6,307	27,034	37,825	29,238	56,731	73,816	91,402	30,027
Peas "	67,174	64,426	64,422	76,725	82,000	136,492	127,688	8,099	76,092	76,519	124,786	49,131
Oats "	106,317	83,200	57,791	62,526	45,158	23,618	84,080	73,188	19,127	17,261	16,517	23,961
Barley "	13,243	15,857	14,006	12,753	8,267	1,077	1,844	1,891	1,127	3,796	8,343	19,373
Rye "	5,050	3,950	3,950	3,950	3,950	3,950	3,000	2,500	.....	.....	.....	.....
Flour brls.	34,692	33,849	35,515	31,602	32,991	5,760	56,767	62,301	57,209	56,502	78,693	92,787
1889.												
Wheat . . . bush.	603,541	471,891	433,550	433,554	496,777	413,887	411,139	297,556	283,693	234,212	143,982	218,634
Corn "	35,261	37,844	34,165	33,864	227,939	48,599	251,303	15,850	21,747	87,680	82,358	21,738
Peas "	59,882	74,477	83,626	109,149	153,240	204,231	206,711	107,848	65,419	81,842	115,546	122,991
Oats "	22,760	36,955	43,118	72,738	65,055	61,845	76,229	38,009	35,214	21,688	14,731	33,436
Barley "	38,698	53,615	56,474	51,979	55,959	47,552	28,950	29,352	27,258	20,865	31,201	62,952
Rye . . . . . "	.....	.....	.....	.....	.....	.....	.....	.....	.....	463	4,825	2,586
Flour brls.	98,263	96,281	95,737	103,366	99,752	94,744	80,627	71,846	68,641	61,066	57,916	62,317
1890.												
Wheat . . . bush.	354,569	216,047	188,858	150,747	178,674	93,698	80,056	34,069	25,717	77,002	90,973	108,667
Corn "	19,409	24,120	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	355,877	389,860	359,517	215,977	255,128	163,670	31,772	101,849	157,554	56,550
Oats "	63,008	140,033	163,653	104,121	104,522	98,647	112,052	125,553	58,429	20,702	74,006	66,338
Barley "	86,403	86,986	83,776	82,693	89,015	61,213	43,550	33,283	28,557	19,255	19,295	20,125
Rye "	9,84	32,095	43,310	51,043	56,899	48,705	43,601	.....	770	6,399	21,716	12,897
Flour brls.	67,577	61,089	62,827	64,369	66,809	76,734	73,086	62,697	47,758	46,015	37,570	34,637
1891.												
Wheat . . . bush.	210,373	346,637	398,747	439,374	699,328	412,208	438,816	255,406	282,800	79,371	268,197	281,599
Corn "	4,667	11,550	10,116	7,835	8,104	19,818	14,676	300	5,596	2,500	300	.....
Peas "	79,754	92,043	140,416	135,82	85,88	196,909	89,909	84,617	32,855	93,813	194,820	235,266
Oats "	169,478	185,536	212,704	246,382	239,909	136,434	146,97	111,016	66,774	127,72	99,427	86,366
Barley "	23,412	38,994	49,577	81,471	96,162	40,710	27,871	23,169	6,415	32,714	160,905	257,700
Rye "	23,192	26,810	29,981	23,183	3,827	7,719	.....	.....	8,31	15,966	9,184	7,787
Flour brls.	42,418	48,054	53,279	63,947	76,246	69,756	68,716	59,931	52,628	46,148	25,232	26,571

The visible supply of Grain comprising the stocks in granary at the principal ports of accumulation at lake and seaboard ports, and in transit by water, 2nd January, 1892:—

IN STORE AT	Wheat. Bushels.	Corn. Bushels.	Oats. Bushels.	Rye. Bushels.	Barley. Bushels.
New York.....	7,186,890	1,203,710	1,254,164	993,024	200,580
“ afloat.....	368,000	.....	.....	32,000	65,390
Albany.....	.....	22,000	8,500	15,000	7,500
Buffalo.....	3,322,529	17,847	14,924	131,989	791,488
“ afloat.....	4319,10	.....	.....	.....	.....
Chicago.....	8,858,978	1,991,933	883,364	528,712	105,351
“ afloat.....	.....	.....	.....	.....	.....
Milwaukee.....	564,760	36,753	36,774	108,613	300,645
“ afloat.....	.....	.....	.....	.....	.....
Duluth.....	6,497,605	.....	.....	821	27,073
“ afloat.....	400,703	.....	.....	.....	.....
Toledo.....	1,632,623	371,218	120,734	97,782	.....
Detroit.....	931,916	25,674	34,963	56,921	72,040
Oswego.....	15,000	.....	.....	.....	130,000
St. Louis.....	3,206,184	515,126	88,265	15,615	108,020
“ afloat.....	.....	.....	.....	.....	.....
Cincinnati.....	24,000	1,000	.....	17,000	137,000
Boston.....	174,204	123,593	67,218	5,610	6,587
Toronto.....	92,666	400	956	.....	138,654
Montreal.....	289,285	.....	79,346	12,665	153,216
Philadelphia.....	567,080	864,992	479,742	.....	.....
Peoria.....	14,674	636,991	307,035	12,495	6,138
Indianapolis.....	54,171	23,000	149,805	17,000	.....
Kansas City.....	990,211	55,527	130,477	95,384	.....
Baltimore.....	1,678,607	893,972	116,130	158,354	.....
Minneapolis.....	8,213,728	297,460	96,182	.....	21,861
St. Paul.....	.....	.....	.....	.....	.....
On Mississippi River.....	144,800	.....	.....	.....	.....
On Lakes.....	.....	.....	.....	.....	.....
On Canal and River.....	8,200	.....	.....	17,000	.....
Total Jan. 2, 1892.....	45,668,724	7,081,196	3,868,579	2,315,985	2,271,543
“ Jan. 3, 1891.....	25,847,075	2,757,505	3,795,603	476,504	4,059,344
“ Dec. 28, 1889.....	33,756,004	9,289,352	5,121,051	1,228,926	2,385,117
“ Dec. 29, 1888.....	38,314,447	8,497,150	8,624,162	1,678,838	2,803,901
“ Dec. 31, 1887.....	44,421,130	6,025,258	5,976,781	295,221	3,498,957
“ Jan. 1, 1887.....	62,729,869	13,783,114	5,026,610	435,429	2,785,793
“ Dec. 26, 1885.....	58,431,813	8,320,695	2,880,968	2,327,152	815,075
“ Dec. 27, 1884.....	43,382,190	4,124,812	2,319,974	1,935,587	624,343
“ Dec. 29, 1883.....	35,507,400	9,695,044	6,229,342	3,292,196	2,673,349
“ Dec. 30, 1882.....	21,048,017	9,104,137	4,423,374	3,010,154	1,470,085
“ Dec. 24, 1881.....	17,924,617	17,382,227	2,754,109	2,892,101	1,317,978
“ Dec. 25, 1880.....	30,007,418	16,921,123	3,859,694	3,185,241	873,360
“ Dec. 27, 1879.....	28,634,366	10,175,216	2,795,105	4,529,297	1,091,333
“ Dec. 28, 1878.....	18,283,791	8,525,819	2,700,310	5,248,452	1,722,955

* Minneapolis and St. Paul not included.

The receipts and shipments of Wheat at Chicago, during the past twenty-one years, were:—

YEAR.	RECEIPTS, bush.	SHIPMENTS, bush.	IN STORE AT CLOSE, bush.
1891	42,931,258	38,990,169	8,858,978
1890	13,366,669	11,919,723	6,444,745
1889	18,762,647	16,138,825	5,101,274
1888	13,183,360	12,156,826	4,659,313
1887	21,411,249	26,850,576	5,329,150
1886	16,771,743	15,750,129	13,026,608
1885	19,266,772	13,265,223	14,459,855
1884	26,397,587	21,046,577	13,254,906
1883	20, 64,155	11,728,754	11,800,415
1882	23,008,596	19,767,884	5,196,906
1881	15,077,651	17,474,541	3,824,796
1880	23,541,607	22,796,288	7,175,062
1879	33,925,423	31,944,927	7,534,198
1878	29,743,557	24,211,739	5,556,662
1877	14,350,658	15,096,123	1,406,685
1876	16,574,058	14,361,950	3,380,189
1875	24,206,370	23,184,339	3,280,254
1874	30,177,026	27,353,635	2,105,779
1873	25,167,516	23,076,644	1,645,000
1872	12,624,141	12,160,046	1,200,000
1871	14,439,656	12,005,649	1,280,000

The receipts and shipments of Wheat at Milwaukee, during the past twenty-one years, were:—

YEAR.	RECEIPTS, bush.	SHIPMENTS, bush.	IN STORE AT CLOSE, bush.
1891*	10,497,293	2,323,806	564,760
1890*	7,841,343	1,747,004	769,588
1889*	7,087,371	1,514,912	962,065
1888*	7,985,934	2,547,695	1,073,632
1887*	9,450,000	5,000,000	2,031,054
1886*	8,527,080	4,837,271	3,139,699
1885*	9,846,894	5,424,312	3,737,438
1884*	10,167,521	4,161,437	2,640,190
1883	9,278,922	3,109,439	2,630,310
1882	8,058,422	2,193,539	846,940
1881	10,176,098	7,992,665	908,789
1880	11,756,463	9,952,629	2,551,782
1879	19,649,352	15,060,222	3,685,081
1878	21,763,312	17,254,453	2,584,000
1877	19,814,949	18,298,485	714,235
1876	18,174,817	16,804,394	1,723,195
1875	27,878,727	22,681,026	3,234,000
1874	25,628,143	22,255,380	1,400,000
1873	28,457,937	24,994,266	1,308,000
1872	13,618,959	11,570,575	750,000
1871	15,686,611	13,409,467	1,226,058

* Exclusive of through movement. All previous years include this movement.

STOCKS OF WHEAT AND CORN IN STORE IN LONDON AND LIVERPOOL ON
THE 31ST DECEMBER, FOR THE LAST SIXTEEN YEARS.

YEAR.	LONDON.		LIVERPOOL.	
	WHEAT, qrs.	CORN, qrs.	WHEAT, qrs.	CORN, qrs.
1891.....	.....	.....	370,000	40,000
1890.....	275,000	40,000	350,000	125,000
1889.....	235,000	75,000	295,000	115,000
1888.....	410,000	55,000	560,090	95,000
1887.....	275,000	40,000	760,000	75,000
1886.....	225,000	.....	350,000	55,000
1885.....	615,000	55,000	735,000	65,000
1884.....	370,000	25,000	390,000	40,000
1883.....	975,000	55,000	873,000	75,000
1882.....	430,000	25,000	623,000	38,000
1881.....	330,000	55,000	265,000	155,000
1880.....	235,000	55,090	115,000	125,100
1879.....	450,000	55,000	470,000	55,000
1878.....	290,000	150,000	150,000	180,000
1877.....	520,000	40,000	353,000	50,000
1876.....	345,000	215,000	311,000	139,000

On passage to United Kingdom, 31st December, 1890: Wheat, 1,915,000 qrs.; Corn, 395,000 qrs.; 31st December, 1891, Wheat, 2,468,000 qrs.; Corn, 356,000 qrs.

INSPECTION OF GRAIN.

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

	1891.	1890.	1889.	1888.
	Bush.	Bush.	Bush.	Bush.
Wheat.....	3,740,800	661,900	1,948,000	2,225,100
Corn.....	1,026,000	3,226,700	5,423,400	1,850,200
Peas.....	3,120,300	1,854,700	1,320,300	1,167,500
Oats.....	2,463,800	975,000	122,700	37,300
Barley.....	997,800	100,200	177,300	93,600
Rye.....	2,526,700	460,400	113,100	.....
Buckwheat.....	390,800	126,300	.....	.....
	14,266,200	7,405,200	9,104,800	5,373,700

INSPECTION AND OTHER OFFICES.

Inspection of Flour and Meal.

Inspector, Louis A. Boyer; Deputy Inspector, P. Rousseau. Board of Examiners, 1891—A. E. Gagnon, Chairman; John Brodie, E. F. Craig, O. M. Gould, Jas. S. Norris.

At the annual meeting of delegates from the several boards of examiners throughout the Dominion, held here for the selection of standards on 22nd October, the Montreal examiners were represented by Messrs. A. E. Gagnon, John Brodie and O. M. Gould, and there were three delegates from each of the following cities:—Winnipeg, London, Hamilton, Toronto and Quebec, Mr. O. M. Gould being again elected chairman. Dissatisfaction has been expressed both here and in the west with the standard of Straight Roller chosen at that meeting, but the Montreal delegates recall with satisfaction that they protested against its selection, though without avail as a large majority were then in favour of that standard.

Inspection of Wheat and other Grain.

Inspector, Hospice Labelle. Board of Examiners, 1891—R. M. Esdaile, Chairman: J. O. Lafrenière, Hugh McLennan, Robert Peddie, Adam G. Thomson.

The Grain Inspector was in September authorized to grade such oats as were all white as "No. 2 white oats."

The annual meeting of delegates for the selection of standards was held in Toronto on 23rd September, this Board of Examiners being represented by Mr. R. M. Esdaile.

Inspection of Leather and Raw Hides.

Inspector of Leather, J. H. Mooney. Inspector of Raw Hides, A. Masson. Board of Examiners, 1891—B. Shaw, Chairman; Thomas Ecroyd, Z. Lapierre F. C. A. McIndoe, John Stephens.

In February the Council was memorialized by a number of firms in the hide and leather trade who were apprehensive that efforts were being made to re-amalgamate the hide and leather inspection offices. The matter was referred to the Board of Examiners, who reported as follows:— "That the memorial addressed to the Council is approved, this Board agreeing with the signers thereof in being opposed to re-amalgamation of the hide and leather inspectorships, and in desiring that no changes should be made by the Government in said inspectorships save through this Board of Examiners, as provided by the Act." The Council endorsed this report and forwarded it with the trade memorial to the Minister of Inland Revenue with an intimation that it was the Council's desire that

the hide and leather inspection offices in this city be kept distinct. The Minister, in acknowledging, said that he was not aware of any representation being made towards amalgamating those inspectorships, and that in any case he would give the fullest consideration to the views of the Council and Board of Examiners.

Inspection of Beef and Pork.

Inspector, James Doheny. Board of Examiners, 1891—James Allen, R. Finlay, Peter Laing, Stewart Munn, T. S. Vipond.

Inspection of Pot Ashes and Pearl Ashes.

Inspector, Edward J. Major. Board of Examiners, 1891—Chas. H. Cunningham, Hy. Dobell, Jno. E. Kirkpatrick, James C. Sinton, D. T. Tees.

Inspection of Pickled Fish and Fish Oil.

Inspector, none. Board of Examiners, 1891—John Baird, Chas. Chaput, R. Fairbanks, John B. McLea, T. S. Vipond.

Inspection of Butter.

Inspector, none. Board of Examiners, 1891—A. McK. Cowie, J. McKergow, D. A. McPherson, Thos. Shaw, Geo. Wait.

OFFICES NOT INCLUDED IN THE INSPECTION LAW.

Office of Weigher, Measurer and Gauger.

Weigher, Measurer and Gauger, D. Cameron. Board of Examiners, 1891—A. A. Ayer, Charles P. Hébert, H. R. Ives, Jno. E. Kirkpatrick, J. A. Mathewson.

Office of Port Warden for the Harbour of Montreal.

Port Warden, James G. Shaw; Deputy Warden, G. W. Morrison. Board of Examiners, 1891—John Torrance, Chairman; George Childs, Robert Reford, Jno. A. Robertson, Robert Simms.

OFFICE OF THE PORT WARDEN,
MONTREAL, 31st Dec., 1891.

The President and Council of the Board of Trade, Montreal:

GENTLEMEN,—I have the honour to lay before you the annual report, with statement of receipts and expenditure for the year 1891.

Navigation opened on the 28th April with the arrival from sea of the S.S. "Char- rington" and on the 28th of May the ship "Jan Melchers," the first of the sailing fleet arrived; three hundred and fifty-three vessels of all kinds entered at this office, ten less than last year, with, however, an increased tonnage of 5,443, the total being 657,651 tons. The steamship "Cremon" came inwards by the Straits of Belleisle on the 29th June, the first of the season's fleet by that route, and reported the usual presence of ice. The S.S. "Lake Winnipeg" cleared on the 21st November,

the last sea going vessel to leave the harbour. None of our spring fleet received any material damage by ice, and it is again satisfactory to report that all the vessels loaded here arrived safely at their destination excepting one stranded on the Newfoundland coast.

In the duties of the office I have been efficiently aided by my staff and to the best of my knowledge the work has been done to the satisfaction of the shipping interest.

The shipment of grain has been largely increased. There were 12,188,642 bushels wheat, peas, barley, rye and oats, an increase of 8,209,623 over last season, when the shipment was 3,979,019 bushels. The quantity of corn compares unfavorably, the reduction being 2,849,933 bushels, the total amount showing 2,146,577 bushels as against 5,096,510 in 1890. The decrease in lumber is very marked, partly the result of the almost total collapse of the South American trade. In 1890 the quantity shipped was 162,565,353 feet, this being the largest output ever made from our port. The decrease this year is 49,289,702 feet, reducing the shipment to 113,275,651 feet.

The number of oxen and horses shipped has been 110,169, and of sheep 32,034, a reduction of 9,152 of the former, and 10,707 of the latter this season. Butter, meats and cheese are also diminished to the extent of 8,747 tons; apples show the large increase of 134,482 barrels, and flour 53,933 bbls. Of the former, there were in 1890 182,263 bbls.; of the latter 543,948 bbls.

The receipts of the office from all sources have decreased \$260.65, the total being \$8,137.44 for the present year and \$8,398.09 for 1890.

Statements are being constantly made to this office by masters of vessels and others interested in shipping, that in other ports the system of lining and its expenses are much less than here. It will be well therefore to have this matter looked into and statements asked for from other ports as to what means are used for lining, and also for securing grain by feeders or bags. The record of this office proves our system to be a good one, but if it is more onerous than necessary, and is a bar to vessels coming to Montreal, it may be advisable to relax some of the provisions of the act should your Council deem it expedient.

The very tempestuous weather on the Atlantic during the past season has been the cause of much damage to inward goods, this in a great measure owing to cargoes being distributed over the much larger size of vessels now employed in the trade. It is therefore desirable to call the attention of owners of vessels trading here to the necessity of a more careful system, and closer supervision of stowage so as to prevent "shifting" which is the main cause of the damage, and is invariably taken advantage of by "extending the protest," thereby relieving the vessel of responsibility.

The system adopted here in the cattle carrying trade refutes the objections raised by its opponents, as with the exception of a few vessels which lost heavily during unusually severe weather on the Atlantic, mortality has been very trifling, and will compare favourably with that of any other cattle shipping port.

I am, Gentlemen,

Your obedient servant,

JAS. G. SHAW,

Port Warden.

FRENCH CLAIMS TO FISHING PRIVILEGES ON THE NEWFOUNDLAND COAST.

The reception accorded by this Board to the delegates from Newfoundland who visited Canada in 1890 anent the French claims to fishery privileges on their coast, was subsequently specially acknowledged in the following resolution adopted by Committee of the citizens of St. John's, Newfoundland:—

Resolved,—That this meeting desires to express its grateful appreciation of the interest taken by our fellow Colonists of the Dominion of Canada in our behalf, for their manifestations of sympathy with us in the hardships of our position, and for the active and valuable support and assistance afforded us by the press, the various Boards of Trade, and other exponents of public opinion and sentiment throughout the Dominion; and the Committee recognize in this sympathy and co-operation, a source of strength and hope to sustain and encourage the people of this Colony to further persistent effort in the future.

SECOND CONGRESS OF THE CHAMBERS OF COMMERCE OF THE EMPIRE.

The London Chamber of Commerce addressed to your Council a circular dated 7th May, the gist of which will be found in the following extracts therefrom:—

You will probably remember that, in connexion with the Colonial and Indian Exhibition held in 1886 at South Kensington, the first Congress of the Chambers of Commerce of the Empire (organized by the London Chamber of Commerce) was held, at which representatives were present from all parts, and various subjects of Imperial interest were discussed.

The opinion was generally entertained at that meeting, that such Congresses should be held periodically, (say quinquennially,) in the hope that the broad consideration thus given to various questions might considerably aid in their solution, and lead to a more speedy adoption of reforms calculated to consolidate and extend the commercial relations which already exist between the Mother Country and her various Colonies and possessions.

My Council, therefore, have pleasure in advising you that it has been decided to hold a second Congress in May or June next year (1892), about which period it is expected that the opening of the Imperial Institute will take place; a ceremony at which there is likely to be a considerable gathering of gentlemen from various parts of the Empire, which should render representation at such a Congress the more easy and influential.

It is thought that the programme of the second Congress should comprise the following economic and non-political subjects, as matters ripe for discussion:—

1. Commercial relations of the Mother Country with her Colonies and possessions, with special regard to the renewal of European Treaties, and recent commercial legislation in the United States.
2. Boards of Conciliation for Labor Disputes.

3. The Codification of the Commercial Law of the Empire.
4. Imperial Registration of Trade Marks, and the adoption throughout the Empire of the Merchandise Marks Act.
5. Bills of Lading Reform.
6. Factory Legislation throughout the Empire.
7. Commercial Education, including the scheme initiated by the London Chamber of Commerce.
8. Emigration and Colonisation.
9. The necessity of an Imperial system of Decimai Currency Weights and Measures.
10. An Imperial system of Penny Postage.
11. Direct Telegraphic communication throughout the Empire.

Whilst submitting this list of leading topics of interest to all parts of the Empire, my Council desire particularly to point out that it is intended merely as suggestive of the directions in which the Congress may usefully move. I am therefore to request that you will inform me at the earliest possible moment whether you approve of these subjects being so brought forward for consideration. If so (*a*), whether you desire to submit any special resolutions thereon; and (*b*) what suggestions (if any) you have to make as additions to the programme of business.

My Council will be obliged if you will forward by the earliest mail possible, such resolutions on the questions set out above, or others which you may suggest for consideration, in order that the Organizing Committee may prepare a definite programme for discussion and circulation beforehand.

I am to express the earnest hope that you will be able to co-operate in this Congress, and to inform me of the names and addresses of the gentlemen whom you delegate as your representatives, by filling in the enclosed sheet at your early convenience and returning it to me.

In reply to that circular the Council approved the subjects therein suggested for discussion at the Congress,—expressed its desire that the abolition of the Light Dues now levied in the United Kingdom should be included,—and said, with regard to the appointment of delegates, that that duty would devolve upon the Council for 1892.

A second circular has been received, as follows:

COMMERCIAL RELATIONS OF THE MOTHER COUNTRY WITH HER COLONIES.

DEAR SIR,—Referring to the Circular in regard to the above Congress, dated the 7th May, I am now desired to particularly draw your attention to the first item of the subjects suggested for consideration, namely:

“Commercial relations of the Mother Country with her Colonies and Possessions with special regard to the renewal of European Treaties, and recent commercial legislation in the United States.”

You will probably have seen the replies given by the Marquess of Salisbury to two Deputations that waited upon him on the 17th and 19th June respectively, the

effect of which was, that it was impossible for any practical progress to be made towards either Commercial Union or Imperial Federation, until a definite scheme is brought up for discussion.

In view of this position, I am now to express the hope that your Chamber will formulate its views in a distinct shape on this question, in a resolution or such other form as it may deem expedient, forwarding copy of any proposition at the earliest possible moment to the Organizing Committee of the Congress at above address, and also selecting a delegate or delegates who will be prepared to support the proposal at the sitting of the Congress.

The Corn Exchange Association has also received an invitation to be represented at this Congress, and it will probably send a delegate.

TRADE WITH JAMAICA.

Upon the return to Canada of Mr. Adam Brown, M.P., Canadian Commissioner to the Jamaica Exhibition, the Council authorized the calling of a special meeting of the Board and others interested to hear the Commissioner speak with regard to the possibility of developing trade between this country and the West Indies. A large number attended that meeting and Mr. Brown's statements respecting the appreciation at the Exhibition of Canadian flour, butter and cheese, were very encouraging.

EXHIBITION IN BREMEN OF GERMAN AGRICULTURAL PRODUCTS AND IMPLEMENTS.

The Imperial German Consulate here having informed the Council that a general Exhibition of German agricultural products and implements would be held in Bremen from June 4th to 8th, steps were taken to make that announcement public through the newspaper press for the information of those interested.

DEATH OF THE RIGHT HONOURABLE SIR JOHN A. MACDONALD, G.C.B.

Upon the death of the Right Honourable Sir John A. Macdonald, which occurred at Ottawa on Saturday, 6th June, the Council met to discuss in what way the Board could best testify its regard for the Premier and its regret at his decease, and decided to call a special general meeting of the Board on Tuesday, 9th June, for the adoption of suitable resolutions and the appointment of a delegation to represent the Board at the funeral. That special general meeting took place, and the following resolutions were then adopted:—

That the Montreal Board of Trade has learned with deep sorrow of the death of the Right Honourable Sir John A. Macdonald, G.C.B., etc., Prime Minister of Canada;

That it desires to put on record its high appreciation of his long continued and statesmanlike services in the administration of the Government, and especially in connection with the formation and extension of the union of the provinces, and with works for the development of the trade and commerce of the country, in regard to which his farsightedness, courage, and perseverance, convincing eloquence and power of influencing the public mind, have been of value beyond estimation;

That it mourns in his death the loss of Canada's greatest and most successful public man;

That the Montreal Board of Trade desires to tender its most respectful sympathy to Lady Macdonald and the members of the deceased statesman's family in the great sorrow that has fallen upon them;

That the officers and Council of the Board, with such other members as may desire to attend, be a delegation to represent this Board at the funeral.

In accordance with the last clause of this resolution and with their own desire to show respect to the memory of the dead Premier, the following proceeded to Ottawa and attended the funeral there:—Mr. Robert Archer, president; Mr. Richard White, second vice-president; Mr. H. Montagu Allan, treasurer; Messrs. Chas. P. Hébert, J. B. Learmont and J. Cradock Simpson, members of Council; the Secretary; and a large number of the Board's membership.

The Corn Exchange Association also held a special meeting with regard to the death of Sir John A. Macdonald, at which appropriate resolutions were adopted, and a considerable number of its members attended the funeral.

OBITUARY OF MEMBERS.

MR. JOHN M. YOUNG, DIED MARCH 19TH, 1891. The death of Mr. John M. Young, one of the oldest and most respected members of the Corn Exchange Association, called forth very marked expressions of grief from its members, and at a Special Meeting of that Association held for the purpose, the following resolution was adopted:—

Resolved,—That the members of the Corn Exchange Association have learned with unfeigned sorrow of the death of Mr. John M. Young, one of the oldest members of this Association, in fact one of its founders, and one who was for many years actively engaged in business in connection with it. The kindly heart and genial disposition of Mr. Young had endeared him to the members of the Association generally, and they desire to testify that his death is felt to be no common loss, not only to the Association, but to themselves individually.

MR. JOHN BRODIE, DIED DECEMBER 29TH, 1891. Mr. Brodie was one of the elder members of the Corn Exchange Association, and for many years a member of the Board of Examiners for Flour and Meal, in whose deliberations he will be greatly missed. The funeral took place on New Year's Day, and the large attendance on that holiday evidenced the regard in which Mr. Brodie was held by his confreres.

ANNUAL EXCURSION CORN EXCHANGE ASSOCIATION.

The Annual Excursion of the Corn Exchange Association took place on 27th August, when a number of members and friends proceeded on the steamer "Berthier" for a trip down the river. The weather was unfavourable at time of starting, but cleared as Lanoraie was neared, opposite which place the steamer turned, and the return journey was very pleasant.

THE READING ROOM.

The Reading Room maintains its popularity with a number of members, but considering its attractiveness and the circumstance that there is no extra charge for frequenting the room, it is matter for surprise that a larger proportion of the membership of the Board does not avail itself of the privileges it affords.

The Council regrets to note that there is occasional mutilation of the newspapers in the room, and asks the co-operation of members with the staff in their efforts to preserve intact the newspapers and magazines supplied, the more especially that most of them are sold in advance to members of the Board.

The list of newspapers, periodicals, etc., has recently been revised, and is as follows :—

LIST OF NEWSPAPERS AND PERIODICALS SUPPLIED TO THE READING ROOM DURING 1892.

CANADIAN.		WEEKLY.	
DAILY.			
Montreal	Gazette.	Ottawa.....	Canada Gazette.
	Herald.	Quebec	Official Gazette.
	La Patrie.	Montreal	Canadian Journal of Fabrics.
	La Minerve.		Canadian Journal of Commerce
Toronto	Globe.		Canadian Trade Review.
	Mail.		Trade Bulletin.
	Empire.		Le Prix Courant.
Quebec	Chronicle.		Shareholder.
Ottawa	Citizen.		Real Estate Record.
Hamilton	Evening Times.	Toronto.....	Le Moniteur du Commerce.
London	Free Press.		Monetary Times.
Winnipeg.....	Manitoba Free Press.		Canadian Grocer.
Halifax	Chronicle.		Week.
St. John	Sun.		Grip.
Charlottetown ..	Patriot.	Winnipeg	Commercial.
		Victoria, B. C.	British Colonist.

CANADIAN—Continued.

MONTHLY.

- Montreal Dominion Illustrated.
The Bankers' Journal.
Insurance & Finance Chronicle
Dominion Grocer.
Toronto Monthly Weather Review.
Insurance Budget.

NEWFOUNDLAND.

DAILY.

- St. John's Evening Telegram.

UNITED STATES.

DAILY.

- New York Herald.
Tribune.
Evening Post.
Commercial Bulletin.
Journal of Commerce.
Courrier des Etats-Unis.
Boston Herald.
Baltimore American.
Buffalo Courier.
Chicago Tribune.
Minneapolis Tribune
Toledo Blade.

WEEKLY.

- San Francisco Weekly Call.
St. Louis Weekly Globe-Democrat.
New Orleans Weekly Times-Democrat.
Detroit Weekly Free Press.
Cleveland Marine Review.
Cincinnati Price Current.
Chicago Farmers' Review.
New York Maritime Shipping Register.
"Bradstreets."
Iron Age.
Engineering & Mining Journal
Financial & Mining Record.
Harper's Weekly.
Life.
Scientific American & Supple't
Forest and Stream.
Critic.

MONTHLY.

- New York Harper's Magazine.
Century Magazine.
Scribner's Magazine.
Cosmopolitan.
Outing.
Review of Reviews.
North American Review.
Forum.
Business.
Popular Science Monthly.
Sun and Shade.
Art Amateur.
Art Interchange.
Architects' Edition Scientific
Atlantic Monthly. [American.
Indianapolis Millstone.
Milwaukee U. S. Miller.
St. Louis Miller & Milling Engineer.

BRITISH.

- London Times (tri-weekly edition.)
Glasgow Herald (daily.)

WEEKLY.

- London Graphic.
Illustrated London News.
Black and White.
British Architect.
Punch.
Judy.
Fun.
Field.
World.
Truth.
Pall Mall Budget.
Athenæum.
Spectator.
Saturday Review.
Speaker.
Public Opinion.
Economist.
Mark Lane Express.
Fair Play.
Canadian Gazette.
Liverpool Weekly Mercury.

WEEKLY.

- Manchester Weekly Courier.
Edinburgh Weekly Scotsman.
Dublin Weekly Irish Times.

MONTHLY.

- London Chamber of Commerce Journ.
British Trade Journal.
Board of Trade Journal, (Gov.)
European Mail.
Fortnightly Review.
Nineteenth Century.
Contemporary Review.
Review of Reviews.
New Review.
Macmillan's Magazine.
English Illustrated Magazine.
Strand.
Illustrations.
Leisure Hour.
Art Journal.
Magazine of Art.
Portfolio.
Edinburgh Blackwood's Magazine.

QUARTERLY.

- London Century Guild Hobby Horse.

CONTINENTAL.

DAILY.

- Paris L'Echo Agricole.

WEEKLY.

- Paris L'Illustration.
Le Monde Illustré.

FOBTNIGHTLY.

- Paris Revue des Deux Mondes.

The following books of reference have been purchased for use of the members, and can be seen in the Secretary's office:—

International Guide to British and Foreign Merchants and Manufacturers.
 Address Book of German Exporters.
 Wright's Australian, Indian, China and Japan Trade Directory and Gazetteer.
 Mulhall's Dictionary of Statistics.
 Shipping World Year Book.
 Hazell's Annual.
 Whitaker's Almanac.
 Canadian Almanac.

THE NEW BUILDING.

At the first meeting of your Council the following were appointed a Building Committee for the current official year, and these gentlemen took up the work of their predecessors, whose last action had been the issuance of the conditions of competition:—Messrs. R. Archer (chairman), H. Montagu Allan, Jas. A. Cantlie, Chas. P. Hébert, W. C. Munderloh, and Jas. Slessor.

In response to the invitation extended in the conditions of competition sixteen plans were sent in from various architects in Canada and the United States, and these were hung in the parlours of the Ontario Bank, kindly placed at disposal of the Committee for that purpose by the manager, Mr. R. N. King. The expert, Professor R. M. Hunt, of New York, arrived on 9th February, and when, on 16th February, his report was received, it was found that he had graded first on his list the plan whose interior arrangements had met with most general approval from the Committee and other members of the Council, and therefore the selection of that plan was unanimously decided upon. Thereafter the sealed envelopes containing the names and devices of the several competitors were opened, and the authors of the selected plan found to be Messrs. Shepley, Rutan & Coolidge, architects, Boston.

Some changes in the front elevation of the selected plan were made by the architects at the instance of the Committee, and considerable time was necessarily occupied in arranging details of the interior. Much to the Council's regret, the accommodation provided in the plan for the Stock Exchange had to be omitted, as that association wrote that the proposal made by the Council with regard to it occupying a portion of the building could not be entertained.

The specifications and drawings were received from the architects on 13th June and formally approved by the Committee on 24th, tenders for the erection of the building in accordance therewith being advertised for on 26th June, with the intimation that they would be received up to 20th July inclusive. On 21st July the three tenders received were opened by

the Committee, they being from Messrs. Norcross Bros., of Worcester, Mass.; Messrs. Forde & Casey, and Messrs. Simpson & Peel, of Montreal. The letting of the contract was, however, postponed, as the amount then subscribed to the second mortgage bonds was insufficient to warrant the Committee in taking so decisive a step, and subsequently the three firms tendering were notified that their tenders were declined. On 3rd November the Committee, having revised the specifications in some particulars, offered the contract to Messrs. Forde & Casey, contractors, of this city, which offer they after consideration accepted, the price of the building complete being \$355,125. The contractors lost no time in beginning operations, the work of demolishing the old buildings being commenced on 16th November, but owing to certain unforeseen legal difficulties the contract was not signed until 22nd December.

A well executed lithograph perspective view of the building was in July sent to each member of the Board, and plans of the several floors have been exhibited on 'Change for some months. The following is a brief description of the building and its location:—The site, bounded by St. Peter, St. Sacrament and St. Nicholas streets, comprises the whole of the series of buildings known as the Cuvillier block, with an additional property purchased to straighten the southern boundary line, and contains 45,574 square feet, the price paid therefor being \$138,640. The building is to occupy three sides of a quadrangle opening on St. Sacrament street which will form the fourth side, and will cover 21,697 square feet, the rest of the site (nearly twenty-four thousand square feet) being left unoccupied to afford ample light and ventilation. The building will contain six stories and a basement, the cubic measurement being 1,880,715 cubic feet; it is to be built of a light red sandstone from the "Moat" quarry, Cumberland, England, and the base of rock-faced Thousand Island red granite. The rear will be of cut Montreal limestone up to the sills of the ground floor windows, and the remainder of good brick. The cornice is to be of the red sandstone. The Exchange Hall (50 f. by 80 f.), Reading Room (23 f. 6 in. by 37 f. 9 in.), Council Chamber (23 f. 3 in. by 32 f.), Committee Room and Secretary's Office will all be located on the ground floor in the centre of the building, and in direct communication with the main entrance; the remainder of the building being arranged for offices and warerooms.

The raising of the necessary funds to provide for the erection of the Building has given the Council much work and anxiety, the scheme

finally approved of being to issue Second Mortgage Bonds to the amount of \$250,000, bearing five per cent. interest, and to raise the balance of the \$550,000 required by a First Mortgage for \$300,000, bearing four and one-half per cent. interest. The Committee endeavoured to call upon all members and other citizens likely to subscribe, but necessarily many were omitted, and the Council asks that those who have not already subscribed to the Bonds will now come forward and do so.

A number of applications for offices in the new Building have already been received and filed, but at present no leases have been granted.

BRANCH ASSOCIATIONS.

Montreal Wholesale Grocers' Association.—This Association continues its activity, and at its recent annual meeting reiterated former expressions of satisfaction at the manner in which the large amount of work it creates was performed.

Montreal Wholesale Dry Goods Association.—The opportunity offered by the monthly meetings of this Association for discussion of topics pertaining to the business in which its members are engaged has been much appreciated, and considerable advantage has resulted therefrom.

Montreal Marine Underwriters Association.—This Association has presented a Report of its work for the past year, the first of its existence, which is herewith given for information of members.

To the Council of the Montreal Board of Trade.

The Montreal Marine Underwriters' Association in connection with your Board have the honor to submit their first annual report:

The importance of the interest represented by this Association will be manifest when your attention is directed to the fact that, as marine underwriters, we are more or less connected with all branches of trade, as in the exercise of our profession we are called upon to protect every class of goods that are imported or exported; and we have reason to believe that the formation of this Association will be conducive not only to our own interests but also to those of the general community, for it is recognized that many of the insurance companies whose head offices are outside Canada, exercise great caution with regard to St. Lawrence risks, and it has been our duty to disseminate information regarding the lighting and buoying of the river and gulf, as well as to submit a remedy for any defects therein that may be pointed out.

At the annual election of the Council of the Board of Trade this Association nominated their Vice-President, Mr. Archibald Nicoll, for a seat on the Council, and would acknowledge the courtesy of members of other branches in aiding to

secure his election. We would, however, venture to suggest, for the consideration of the Board of Trade, whether it would not be desirable to allow all auxiliary branches the right to place representatives on the Council without the necessity of election by the Board.

Your Association was consulted by the Government during the recent enquiry regarding the regulations for the shipment of live stock, and many of the suggestions submitted by them were adopted. These regulations went into force at the close of the season only, and, although not entirely satisfactory, they constitute a step in the right direction. We would draw your attention, however, to one grave omission: two inspectors were appointed for this port, but neither of the gentlemen have any experience from a seafaring point of view. We are of opinion that it is decidedly necessary that one of the inspectors should, by a practical experience in carrying live stock at sea, be in a position to state whether a steamer, from her general build, breadth of beam and peculiar construction is or is not fit to carry cattle, and particularly whether fit to carry cattle during our season of rough weather. It is our intention to take steps to have this remedied, and we trust to have the co-operation of your Council.

In view of a number of complaints from captains of vessels regarding buoys and lights, your Association addressed the Minister of Marine asking him to authorize the issuance of forms whereon shipmasters could record their objections. After some negotiation the proposition was accepted by the Minister, and we have reason to believe that good results will follow the adoption of the plan.

In connection with the complaint that some of the lighthouse keepers were remiss in their duties as to the operation of fog signals, we offer the suggestion that the proper remedy would be to have a system of irregular and unexpected inspection by the department. An address was sent to the Minister of Marine, praying that in view of the lightships at Pointe aux Trembles (*en bas*) and St. Croix Bay having at times to leave their anchorage in stormy weather, they should be replaced with gas buoys with bell attachment, and it is understood that this proposal has been concurred in by the Government engineers.

In view of the large number of accidents during the past two years to vessels when in charge of pilots, your Association would propose, with the concurrence of your Council, to ask the Government for a commission of enquiry into the workings of the pilot system for both the river and gulf of St. Lawrence, as numerous and grave complaints are continually lodged against the present system.

Correspondence was exchanged with the Quebec Harbor Commissioners respecting the grounding of the SS. "Bengar," SS. "Eveline," and SS. "Oregon," and a complaint against the pilot of the SS. "Dominion;" also with the Montreal Harbor Commissioners in connection with the SS. "Athens" and ship "Tobique," in all cases receiving full and courteous replies.

Correspondents for the Association have been appointed at the chief points in the river and gulf of St. Lawrence, and including Prince Edward Island, St. Johns, Nfld., and Halifax; and appraisers for goods damaged on inward voyages were appointed in the principal cities in the Dominion.

In consequence of a complaint that the feeders for grain on some of the vessels were insufficient in number and size, a sub-committee was appointed to confer with the Port Warden, in regard thereto, and upon the general question of grain laden vessels, its report being as follows:—

MONTREAL, 12th September, 1891.

REPORT OF THE SUB-COMMITTEE OF THE MONTREAL BOARD OF MARINE UNDERWRITERS
ON STOWAGE OF GRAIN CARGOES.

As directed, your committee had a lengthy interview with Mr. Shaw, the port warden, and his deputy, Captain Morrison.

Your committee found two modes of stowing grain in use at this port.

First—Grain is stowed in bulk up to within a certain distance from the 'tween decks, it is then closely boarded over, and three or more tiers of bags are placed on top of the boards, filling up as fully as possible the space between the bulk grain and the 'tween decks.

Second—Grain is stowed in the hold of the vessel, carefully trimmed so as to fill every available space, a box or feeder is then built around the hatchway and sufficient grain is placed in the feeder to allow for the settling of the grain on the over-sea passage.

This mode of stowage is warranted by a clause in the Port Warden Act, and also in the grain shipping Act, England, 1880, which says: "Feeders of sufficient size and strength must be supplied to keep the lower hold full."

The first described method is undoubtedly the best, no fault has ever been found with it, but attempts have been made to impair its usefulness by persons acting from false principles of economy who tried to leave spaces between the boards instead of having them close together, as is right and necessary.

The second described method is not looked upon with much favour by experts in this matter, it is admitted that if the feeder could be of such a size, and so placed as to keep the lower hold full, the end in view would be accomplished; but there is a diversity of opinion as to whether the feeder is as effective in trimming the ends of the hold as it is in trimming the wings. The general idea seems to be that it is not as effective in trimming the ends as the wings, and it has been suggested that when a hold must be supplied with a feeder that the ends of the hold should at most not be further away from the ends of the feeder than are the sides of the vessel away from the sides of the feeder. This upon the principle or idea that the pitch or send of the vessel would have to be as great as the roll, before the feeder would trim to the ends as fully as to the sides.

Your committee find that the Port Wardens have been most careful in exacting the full requirements of the law.

We have reason to believe that they are occasionally pressed to allow concessions, by persons who wish to save expense in the fitting up of the vessel, but we have to express our satisfaction with the stand taken by them in the past, and we

would ask the Board to record their assurance of support for the future, so that these gentlemen may be encouraged in their efforts to maintain that deservedly high record which the port of Montreal holds in relation to the stowage of grain cargoes.

We consider that any change in the system which would cause us to lose this high character would be a misfortune to the whole country.

All respectfully submitted.

E. L. BOND.
JAMES RILEY.
J. H. ROUTH.

The whole respectfully submitted.

JOHN POPHAM,

President Montreal Underwriters Association.

Montreal Butter and Cheese Association.—This is the latest addition to the Branch Associations formed in connection with this Board, and its record during the few months that have elapsed since its formation gives evidence of its usefulness to the membership.

AMENDMENT OF THE BY-LAWS, AND PROPOSED AMENDMENT OF THE ACT
OF INCORPORATION.

The following amendments and additions to the By-laws were adopted by you at Special General Meetings of the Board held on 25th June and 15th December:—

BY-LAWS BEFORE AMENDMENT.

7. The Ordinary Annual Subscription of each Member of the Board shall be six dollars, and the Special Annual Subscription for Membership in any Branch Association, nine dollars in addition. All subscriptions to be reckoned from 1st January to 31st December, but Members joining after 31st July, shall pay half the Annual Subscriptions for that year.

12. At the Annual Meeting there shall be elected by ballot a President, a First Vice-President, a Second Vice-President, a Treasurer, and twelve other Members, who with the President, Vice-Presidents, and Treasurer shall form the Council, and remain in office for one year or until their successors shall be appointed; but no such Officer or Member of the Council shall hold the same office for more than two years in succession. And provided further, that no person shall be re-elected to the office of President, Vice-President, Treasurer, or Member of Council, for the current year, if he shall have been absent, without leave obtained from Council, from more than one-half of the meetings of Council held in the preceding year.

14. The election of office-bearers at each Annual Meeting shall take precedence of all other business after the reading of the Minutes and the Annual Report.

16. Nominations for the offices of President, Vice-Presidents, Treasurer, Members of Council and Board of Arbitration, may be sent in to the Secretary in writing by any Member of the Board, not later than Monday of the week preceding that in which the Annual Meeting is fixed to be held, and if less than thirty have been so nominated,

BY-LAWS AS AMENDED.

7. The Ordinary Annual Subscription of each Member of the Board shall be ten dollars, and the Special Annual Subscription for Membership in any Branch Association, ten dollars in addition, and no reduction in these rates shall be made for any year prior to 1902. All subscriptions to be reckoned from 1st January to 31st December, but Members joining after 31st July, shall pay half the Annual Subscriptions for that year.

12. At the Annual Meeting there shall be elected by ballot a President, a First Vice-President, a Second Vice-President, a Treasurer, and twelve other Members, who with the President, Vice-Presidents, and Treasurer shall form the Council, and remain in office for one year or until their successors shall be appointed; but no such Officer or Member of Council shall hold the same office for more than two years in succession. And provided further, that no such Officer or Member of Council shall be elected to the office of President, Vice-President, Treasurer, or Member of Council for the current year, who has not in the preceding official year attended half the number of meetings of Council held during the time not covered by leave of absence obtained from the Council.

14. The office bearers for the year 1892 shall be elected under such regulations, consistent with By-law 16, as may be adopted by the Council.

16. Nominations for the offices of President, Vice-Presidents, Treasurer, Members of Council and of the Board of Arbitration may be made by any member of the Board, but such must be in writing over the member's signature, and be delivered at the Secretary's office not later than the last Friday but one prior to the date of the Annual

the Council shall on the following day (Tuesday) add sufficient names to the list to make up that number. All nominations to be posted on 'Change when received, and none to be accepted after the last Tuesday prior to the Annual Meeting, and no person to be elected to office who has not been so nominated.

22. The ordinary weekly Meetings of Council shall be held on Tuesday,—or especially on any other day at the call of the President;—a quorum of Council to consist of not less than six Members. In the absence of the President and Vice-Presidents, the Treasurer or any Member of Council, may be appointed to preside.

Meeting, and if the required number of names be not nominated for the several offices respectively, the Council shall on the following day (Saturday) make good any such deficiencies. All nominations, with the proposers' names, to be posted in the Exchange Hall when received, but any person so nominated may have his name removed from the list by notifying the Secretary in writing, not later than Monday of the week preceding that in which the Annual Meeting is to be held, that he declines such nomination. No person to be elected to any office who has not been nominated as herein provided.

22. The ordinary weekly meetings of the Council shall be held on Tuesday, or especially on any other day at the call of the President; or may, during the President's absence, be called by the Secretary at the written request of any three Members of Council; a quorum of Council to consist of not less than six Members. In the absence of the President and Vice-Presidents, the Treasurer or any Member of Council may be appointed to preside.

ADDITIONAL BY-LAW.

28a. For the purpose of paying for the property recently purchased, and the erection and equipment of new premises thereon, the Council is authorized to raise capital not exceeding \$500,000 by the issue of transferable shares, bonds, or otherwise, with or without hypothec, and on such conditions as to the rate and payment of interest, and the repayment of capital, as the Council may deem best.

You have also authorized an application to Parliament for amendments to the Charter providing (1) that the Board may hypothecate its real and personal estate, and (2) increasing the amount of real and personal estate which the Board may hold from five hundred thousand dollars to one million dollars. Under legal advice it has been considered desirable to apply to the Quebec Legislature for a statute authorizing the mortgaging of the property of the Board in favour of Trustees for the bondholders.

CONCLUSION.

Your Council, in closing this report, would call the attention of the new Council to the following matters which need to be again brought before the Dominion Government, as, owing to the general elections early in the year, the subsequent death of the Premier and consequent re-

organization of the Cabinet, the representations made respecting them have received only formal acknowledgment:

The construction of deep-water basins in the Lachine Canal.

The need of deep-water piers at Father Point and at the Quarantine Station, Grosse Isle.

Although there was but little legislation either at Ottawa or Quebec to engage the Council's attention, the year has proved a very busy one, matters connected with the erection of the Board's new premises necessitating twenty-three meetings of the Board's new premises necessitating twenty-three meetings of the Building Committee, and also occupying a large proportion of the time and attention of the forty-four meetings of the Council. The contract, plans and specifications, have, however, all been approved and signed before a notary, and the Council hopes that its labours will leave its successors free to devote their attention to more general business.

The whole respectfully submitted.

ROBERT ARCHER,
President.

OFFICE BOARD OF TRADE, }
Montreal, 19th January, 1892. }

MONTREAL BOARD OF TRADE.

Record of attendance at the forty-four meetings of Council held during year 1891-2 up to January 12, 1892, inclusive.

Name of Member.	Present.	Absent on Leave.	Absent.
Robert Archer, President	42	—	2
J. B. Learmont.....	41	—	3
Jas. A. Cantlie	39	—	5
Archibald Nicoll.....			
R. Bickerdike.....	38	—	6
W. C. Munderloh.....	36	7	1
Richard White, 2nd Vice-President. }	36	—	8
Alphonse Racine.....			
J. Cradock Simpson.....	35	3	6
Chas. A. Hébert.....	31	10	3
Geo. Childs.....	28	7	9
Jas. Slessor	25	—	19
*H. A. Budden, 1st Vice-President.....	21	—	23
H. Montagu Allan, Treasurer.....	18	14	12
A. G. McBean	16	—	28
A. A. Ayer.....	12	4	28

*Absent from many meetings owing to ill-health.

MONTREAL BOARD OF TRADE.

OFFICE-BEARERS AND MEMBERS FOR 1891.

PRESIDENT: ROBERT ARCHER.

1ST VICE-PRES.: H. A. BUDDEN.

2ND VICE-PRES.: RICHARD WHITE.

TREASURER: H. MONTAGU ALLAN.

COUNCIL:

A. A. AYER,
R. BICKERDIKE,
JAS. A. CANTLIE,
GEO. CHILDS,

CHAS. P. HÉBERT,
J. B. LEARMONT,
W. C. MUNDERLOH,
A. G. McBEAN,

ARCH. NICOLL,
ALPHONSE RACINE,
J. CRADOCK SIMPSON,
JAMES SLESSOR.

BOARD OF ARBITRATION.

ANDREW ALLAN,
CHAS. CHAPUT,
JAS. P. CLEGHORN,
HON. GEO. A. DRUMMOND,

A. F. GAULT,
CHAS. H. GOULD,
E. B. GREENSHIELDS,
F. W. HENSHAW,

JONATHAN HODGSON,
JOHN KERRY,
R. REFORD,
HON. J. K. WARD.

Secretary - - - - - GEO. HADRILL.

MEMBERS:

Abbott, Wm.	Ault, Chas.	Beaudry, J. N.	Boas, Feodor.
Acer, C. M.	Austin, Sam. T.	Beaugrand, H.	Boivin, Guil.
Adams, R. C.	Ayer, A. A.	Belair, Adolphe P.	Boivin, Leonard I.
Aird, Wm. D.		Bellew, H. F.	Bolton, R.
Alexander, Chas.	Baby, Horace.	Benjamin, F. P.	Bond, E. I.
Allan, Andrew.	Bacon, F.	Bennett, Alf.	Booth, W.
Allan, Andrew A.	Bacon, Thos. P.	Benson, A. A.	Bordeau, Jos.
Allan, Brice J.	Badenach, Thos.	Benson, W. Townley.	Borgzeimer, L.
Allan, Hugh A.	Budgley, John C.	Bentley, D.	Botterell, E. H.
Allan, H. Montagu.	Baile, Andrew.	Bessette, D. Z.	Bourgouin, Geo.
Allan, Jno. S.	Bailey, Jas.	Bickerdike, R.	Bousquet, J. S.
Allard, Louis.	Baillie, Jno.	Biggar, E. B.	Boyd, R. E.
Allen, Jas.	Bain, Jas. W.	Billingsley, Fred.	Boyd, W. E.
Allen, Jos.	Baird, Geo.	Binks, C. H.	Boyd, W. G. E.
Alston, Jos. E.	Baird, C. J.	Binmore, Fred.	Bragg, Henry.
Ames, E. F.	Baird, Jno.	Binmore, J. E.	Braidwood, F.
Ames, Herbert B.	Baker, Joel C.	Birks, J. W. C.	Brainerd, Thos. C.
Anderson, Chas. H.	Balfour, J. Hutton.	Birss, Jas. H.	Brais, L. A.
Anderson, D.	Bannister, J. F.	Birks, Arthur.	Brault, L.
Anderson, Jas. D., sr.	Barbeau, Hy.	Bishop, Geo.	Brayley, J. W.
Anderson, Jas. D., jr.	Barnard, H. A.	Black, Chas. R.	Brice, A. J.
Anderson, Jno.	Barry, Geo.	Black, Ed.	Brice, E. A.
Anderson, Robt. J.	Barthe, L. A. P.	Black, Jno.	Brisette, M. H.
Andrews, W. M.	Batterbury, F. R.	Black, Lewis S.	Brook, Jeffrey G.
Angus, A.	Battersay, D.	Blackader, C. H.	Brodie, H.
Angus, Wm.	Baumgarten, A.	Blackwell, K. W.	Brotie, Jno.
Archer, Robt.	Baylis, Jas.	Blaklock, G. H. E.	Brophy, Jas.
Arnott, Jno. R.	Beard, Geo. T.	Blaklock, W. M.	Brophy, Thos.
Arnott, Wm. H.	Beattie, Jno.	Bland, Geo.	Bross rd, M.
Atkin, Jno.	Beauchamp, Louis.	Blue, Walter.	Brousseau, D. C.
Atkinson, M. B.	Beaudry, J. A. U.	Boas, B. A.	Brown, Andrew.

LIST OF MEMBERS.—Continued.

Brown, Fayette.	Clarke, Andrew	Desharats, Geo. E.	Finlay, R.
Brown, Geo.	Cleghorn, J. P.	Desjardins Alph (M.P.)	Fish, E. J.
Brown, Geo. S.	Clendinneng, Wm.	Destroimaisons, G.	Fogarty, Jeremiah
Browne, J. O. J.	Clendinneng, Wm. jr.	Dillon John.	Fogarty, T. F.
Brown, 1 hos.	Clift, R. S.	Dillon, J. St. G.	Foley, M. S.
Brown, Thos. B.	Cloran, Michael.	Dobell, H.	Forget, L. J.
Brown, W. Godbee.	Clouston, C. J.	Doherty, Thos.	Forget, R.
Browning, A.	Clouston, E. S.	Donahue, Wm.	Forman, John
Bruneau, L. P.	Coenrane, Hon. M. H.	Donnelly, John T.	Foster, C. C.
Brush, Geo. S.	Coghlin, B. J.	Donnelly, P.	Fraser, A. D.
Bryson, H. E.	Cole, Frank F.	Doucet, Louis.	Fraser, D. Torrance
Buchanan, W. J.	Cole, Fred R.	Doucet, Pierre.	Fraser, Donald
Budden, H. A.	Colson, C. E.	Dougall, Jas. S. N.	Fraser, George B.
Bulling, W. B.	Conroy, Thomas.	Dougall, J. R.	Fraser, John
Bulmer, H.	Cookson, S.	Doyle, Jno. E.	Fraser, N. J.
Bulmer, Henry, jr.	Corbett, J.	Drummond, Hon. G. A.	Freeman, Major
Bulmer Jno. A.	Coristine, Jas.	Drummond, Geo. E.	Furniss, E. L.
Bulmer, Thos. C.	Coristine, T. J.	Drummond, H. R.	Fyfe, James
Buntin, Alex.	Corneille, Chas. C.	Drummond, M.	
Burland, J. H.	Costigan John	Drummond, Thos. J.	Gagnon, E. A.
Burland, Geo. B.	Costigan, Rich.	Drysdale David.	Galarneau, Leopold.
Burton, Hy. C.	Costigan, W. T.	Drysdale, Wm.	Galbraith, Wm.
Burnett, Jas.	Couillard, Auguste.	Duchesneau, Jos.	Galibert, Emile.
Burstall, Jno.	Cowan, John.	Duckett, Frank.	Gairdner, Robert H.
Byrd, Chas.	Cowan, R.	Duff, J. M. M.	Gardner, Jas.
	Cowie, A. McK.	Duffy, J. J.	Gardner, W. S.
	Cowper, Alex.	Dufresne, C. A.	Garth, Charles.
Cains, Geo. L.	Cox, J. P.	Dufresne, Ovide, jr.	Garth, Henry W.
Caldwell, W. Alex.	Coyle, F. J.	Duncan James N.	Garth, John N.
Campbell, C. C.	Craig, E. F.	Duncan, John	Gaucher, G. G.
Campbell, David, sr.	Crane, T. A.	Dunlop, A. F.	Gault, A. F.
Campbell, David, jr.	Crawford, David.	Dunlop, Graham, C.	Gault, C. E.
Campbell, David N.	Crawford, Jno.	Durand, James E.	Gault, John.
Campbell, Geo. A.	Creak, Geo.	Durnford, A. D.	Gault, Leslie H.
Campbell, W. M.	Crofts, H. W.	Duverger, Henri	Gault, R. L.
Cameron, Duncan.	Crombie, A. M.	Dyer, R. E.	Gaunt, R. L.
Cameron, Geo. A.	Crossby, Peter A.	Dyer, W. A.	Gauthier, T.
Can. Pac. Ry. Frt. Agt.	Crowdy, Geo. J.		Gear, Wm.
Do. Foreign Frt. Office.	Crowe, John	Eeroyd, Thomas	Geoffrion, L. N.
Cantin, A.	Cumming, A. C.	Edwards, J. P.	Gibson, John F.
Cantlie, Geo. S.	Cumming, W. T.	Ekers, H. A.	Gilbert, P. H.
Cantlie, Jas.	Cundill, Francis.	Elliott, E.	Gillespie, J. A.
Carnegie, Jas. H.	Cunningham, Chas. H.	Elmenhurst, W. R.	Gilmour, Alex. Y.
Carruthers, Jas.	Cunningham, Jas.	Esdale, C. B.	Gilmour, Daniel.
Carsley, W. F.	Cunningham, Wm.	Esdale, R. M.	Gilmour, Jas. D.
Carsley, S.	Currie, F. P.	Evans, Alf. B.	Gilmour, J. Y.
Carter, Stewart F.	Currie, Jas.	Evans, Edwyn	Gilmour, Thomas.
Cassils, has.	Currie, Wm.	Evans, F. W.	Girard, Auguste.
Cassils, John.	Cushing, Thos.	Evans, Jas. S.	Globenky, F. D.
Cassils, John S.	Cusson, Alexis.	Evans, Robert	Gnaedinger, J. W.
Cassils, Wm.	Cuttle, Jas. A.	Evans, Williams	Goode, John S.
Caverhill, Frank.		Evans, William B.	Goodhugh, W. S.
Caverhill, G.	Dalrymple, Jas.	Evans, W. Herbert	Gordon, John.
Caverhill, Jno. L.	Darling, Jas.	Eveleigh, Jos.	Gordon, L. A.
Cayford, Jas. H.	Darling, Wm.	Ewan, Alex.	Goudron, Jules
Chabot, J. N.	Dartnell, Ed. F.	Ewing, A. S.	Gould, Charles H.
Chaffee, A. B.	Davidson, Jas.	Ewing, S. H.	Gould, Charles H. jr.
Chandler, F. C.	Davidson, Thos.	Ewing, S. W.	Gould, Joseph
Chapleau, J.	Davis, Eugene H.	Ewing, Wm.	Gould, O. M.
Chapman, W. B.	Davis, Louis.		Gower, W. E.
Chaput, Chas.	Davis, M.	Fairbairn, John	Grafton, Frank Baylis.
Charlebois, A.	Davis, Maurice E.	Fairbanks, Rufus	Graham, A. F.
Chevalier, Louis	Davis, Mortimer B.	Farquharson, John	Graham, D.
Childs, Geo.	Davis, S.	Farrell, William	Graham, Geo.
Childs, Geo. A.	Dawes, J. P.	Featherstone, A. M.	Graham, Hugh.
Chipman, W. W. L.	Dawson, Chas. F.	Featherstone, A. M.	
Chisholm, C. J.	Dawson, Sam. E.	Featherstone, haugh, E. C. B.	Grand } Buras, A.
Chouillon, C. A.	Dawson, Wm. V.	Fenwick, W. J.	Trunk } Burton, J.
Christmas, T. H.	DeLisle, M. Nolan.	Ferguson, D.	Ry. } White, A.
Claggett, C. C.	Delorme, C. E.	Ferguson, John S.	Wily, W.
Clark, A. C.	Delorme, Gustave.	Ferguson, W. B.	
Clark, Esmonde L.	Desaulniers, A. A. L.		Grange, H. P.
Clark, Jas. T.			Granger, Flavien J.
			Grant, Angus.

LIST OF MEMBERS.—Continued.

Grant, C. H. A.	Hickey, J. N.	King, Chas.	Linton, R.
Grant, John G.	Hickson, Sir Jos.	Kinghorn, G. M.	Little, Leonard G.
Gravel, J. O.	Higginson, Alex. T.	Kinghorn, R. S.	Little, Wm.
Green, Michael.	Hird, Samuel.	Kingman, Abner.	Livingstone, J. M. M. P.
Greene, F. Hilton.	Hislop, D. S.	Kingston, Fred.	Lockerby, A. L.
Greene, E. K.	Hodge, Geo.	Kinloch, Wm.	Lockerby, D. L.
Greene, E. K. jr.	Hodges, J. H.	Kinloch, Wm. G.	Lockerby, W. W.
Greenshields, Edw. B.	Hodgson, Arthur.	Kirk, J. M.	Lomer, Gerald
Grenier, Jacques.	Hodgson, Henry.	Kirkpatrick, Jno. E.	Lonsdale, T. H.
Griffith, John J.	Hodgson, Jonathan.	Kirkpatrick, J. J.	Loughman, M.
Grindley, K. R.	Hodgson, Thos. E.	Kissock, Wm.	Lovelace, E. M.
Guest, James.	Hogan, Henry.	Knowles, Wm.	Lovell, R. K.
Gurd, Charles.	Holden, Albert.	Knox, Jas. W.	Luttrell, Jos.
	Holden, J. C.	Kohl, G. A.	Lyall, Peter.
	Holland, Chas.		Lyman, Chas.
Hadrill, Alf. W.	Holland, Philip H.	Labatt, Theo.	Lyman, Fred G.
Hagar, Chas. W.	Holland, R. Henry.	Labbé, Geo. H.	Lyman, Hy.
Hagar, Edward.	Holloway, E.	Labelle, A. E.	Lyman, Henry H.
Hagar, John F.	Hood, Hugh W.	Labelle, Hospice.	Lyman, Roswell C.
Hague, Geo.	Hooper, Angus W.	Labelle, J. H.	
Haines, F. S.	Hooper, Geo. R.	Lacaille, Chas.	Magor, Frank
Hains, John McD.	Hope, Chas. J.	Lacy, E. D.	Magor, John
Hall, John S.	Hope, W. F. H.	Laframboise, Arthur.	Magor, John H.
Hamilton, Alex.	Hopper, R. T.	Laframboise, E.	Magor, Victor.
Hamilton, Geo. W.	Hosmer, C. R.	Lafrénière, J. O.	Major, E. J.
Hamilton, H.	Houston, Gavin.	Laing, Jas. N.	Mainwaring R. A.
Hamilton, Jno.	Howell, A. W. L.	Laing, Jno. D.	Mann, Albert.
Hampson, R.	Hubbard, A. I.	Laing, Peter.	Mann, Eric.
Hanna, George H.	Hudon, Firmin.	Lamaille, P. E.	Manson, Alex.
Hannan, M.	Hughes, H. H. F.	Lamb, Thos.	Marchand J. C.
Hannan, W. R.	Hughes, J. W.	Lamontagne, H.	Mariotti, C.
Hanson, Charles A.	Hunsicker, J. E.	Lang, H. H.	Marting, J. W.
Hanson, Edwin	Huot, Lucien.	Langwell, Geo. H.	Marsan, Wilfred
Hanson, Wm.	Hurtubise, N. A.	Lapierre, Z.	Martin, Hy. H.
Hardisty, Joseph.	Hurtubise, A. L.	Laporte, Hormisdas.	Martin, Horace T.
Harper, Jas.	Hutcheson, J. B.	Larivière, Fred C.	Martin, John.
Harrower, Geo. H.	Hutchison, R. B.	Latimer, R. J.	Martin, J. B. A.
Harrower, Jas M.	Hutchison, Wm.	Laurie, John.	Martin, P. P.
Harrower, Robt.		Lavers, A. H.	Mason, Hy.
Hart, C. T.	Inglis, James.	Lavigne, E. F.	Massey, F.
Hart, Frank J.	Inglis, J. M.	Lavolette, D.	Masson, D.
Hart, Gerald E.	Irish, D. T.	Law, David.	Mathewson, J. A.
Harte, Jas. A.	Ives, H. K.	Law, Jas.	Mathewson, S. J.
Hartt, Geo. F.		Law, Robt.	Mathewson, Wm. B.
Harvey, Hy.	Jackson, Hy. A.	Lawrence, W. V.	Mathieu, Aimé.
Harvie, R.	Jackson, W. L. S.	Learmont, Jos. B.	Mathieu, Euclide.
Haskell, Jno. F.	Jameson, R. C.	Lebel, J. P.	Mathews, J. E.
Hastings, W. A.	Jakes, Geo. E.	Lebeuf, S. Z.	May, Frank.
Hatton, D.	Johnson, Chas. M.	Leblanc, E. L.	May, Fred.
Hearle, J. G.	Johnson Chas. R. G.	Leclaire, Alphonse.	May, Gustave C.
Hébert, Albert.	Johnson, Wm.	Lee, John.	Meakins, Chas. W.
Hébert, Chas. P.	Johnston Hy. J.	Lefebvre, Michel.	Meighan, Robt.
Hébert, L. H.	Johnston, James.	Lefebvre, M. Théodore.	Meldrum, Jas.
Hébert, Zéphirin.	Johnston, W. W.	Leggatt, Jas.	Meldrum, Wm.
Hecker, E.	Jonas, Henri.	Leway, E. H.	Meredith, J. S.
Helbronner Jules.	Jones, C. G.	Levesurier, W. M.	Meredith, Rcht.
Hemsley, R.	Joseph, Hy.	Leslie, A. C.	Meredith, W. H.
Hénéault, Louis H.	Joseph, Hy. J.	Leslie, Jas.	Miles, Henry.
Henderson, D. H.	Joseph, Horace.	Letang, C. L.	Miller, Geo. M.
Henderson, Norman.	Joseph, J. H.	Letourneux, C. H.	Miller, Wm. R.
Henderson, R.	Joseph, Jesse, jr.	Levin, B.	Miller, R.
Heny, Edw. N.	Joyce, Alfred	Levin, Chas. H.	Milloy, Jno. J.
Henry, A. C.	Judge, Edgar.	Lewis, G.	Mills, J. W.
Hendery, Alex.		Lewis, W. F.	Minto, Wm.
Henshaw, Fred. C.	Kelly, Jas. E.	Liffiton, C. A.	Mitchell, Alex.
Henshaw, F. W.	Kennedy, John.	Liffiton, W. T.	Mitchell, Jas. M.
Henshaw, Geo. H.	Kennedy, Murray.	Ligh bound, Geo.	Mitchell, John.
"Herald" Company.	Kent A. L.	Lilly, E. A.	Mitchell, Hon. Peter.
Hersey, Randolph.	Kerry, John.	Lindsay, Robt.	Mitchell, Robt.
Hetherington, J. S.	Kerry, W. S.	Lindsay, W. Taylor.	Mocock, T. J.
Heward, S. B.		Linton, Jas. A.	Moir, Jno. A.
Hewitt, E. A.			Moissons Bank.
Hiam, Thos.			

LIST OF MEMBERS.—Continued.

Molson, J. H. R.	McCall, Jas. T.	O'Flaherty, John.	Raphael, John F.
Molson, J. T.	McCallum, J. W.	Ogilvie, Alex. T.	Rawlings Ed.
Molson, J. W.	McCaskill, D. A.	Ogilvie, W. W.	Rayside, James.
Monk, C. D.	McConnell, W. G.	Ogilvy, John.	Reeves, George.
Monk, Jas. G.	McCrory, P.	O'Grady, G. de C.	Redfern, J. H.
Montreal Elevat'g. Co.	McDonnell, D. A.	Olds, Geo.	Redpath, F. K.
Mooney, Geo. A.	McDonald, W. C.	O'Leary, John.	Reed, Chas. N.
Moore, T. F.	McDougall, Alex.	Oliver, James.	Reed, John J.
Morgan, C. D.	McDougall, James.	Olivier, L. S.	Reed, Stewart.
Morgan, Jas. jr.	McDougall, John.	Orsali, Alex.	Reed, Wm.
Morin, Chas. A.	McDougall, J. S.	Osgood, C. N. D.	Rees, D. J.
Morin, L. E.	McDougall, R. W.		Reford, R.
Morin, L. E. jr.	McDougall, Thos.		Regan, H. H.
Morkill, R. D. jr.	McElderry, Frank.	Paekard, L. H.	Reid, R. G.
Morrice, D.	McFee, Alex.	Page, C. Sewell.	Reid, Thomas.
Morrice, D. jr.	McGarvey, Owen.	Pain, Walter.	Reid, William.
Morrice, W. J.	McGill, J. J.	Palmer, J. Wesley.	Reinhardt, Chas. S.
Morris, Alex. W.	McGrail, M. J.	Parent, Désiré.	Rendell, Jas. E.
Morris, C. B.	McGrail, M. T.	Parent, G. W.	Reynolds, E. S.
Morrissey, T. L.	McGregor, Jas.	Parker, E. W.	Reynolds, F. X.
Morrison, G. W.	McHenry, Geo. H.	Parker, Moses.	Richelieu & O. N. Co.
Morton, Chas.	McIndoe, F. C. A.	Paterson, And ew.	Richaby, J. B. H.
Morton, Henry	McIntyre, Duncan.	Paterson, A. T.	Riddell, A. F.
Moseley, E. F.	McIntyre, Wm. Cassils.	Paterson, John A.	Riley, J. J.
Moncel, G. N.	McKay, Geo. D.	Paterson, J. W.	Roach, Walter.
Mudge, E. W.	McKay, T. M.	Paterson, R. M.	Robert, J. B.
Mudge, H. J.	McKay, W. Alex.	Paterson, Wm.	Roberts, Geo. Ash.
Muir, J. M. C.	McKee, A. H.	Paterson, W. S.	Robertson, Alex.
Muir, Wm. E.	McKeown, Jas. H.	Paton, Hugh.	Robertson, Andrew S.
Munderloh, Hy.	McKergow, John.	Patton, Thos. L.	Robertson, David.
Munderloh, W. C.	McKinnon, Geo.	Patten, O. P.	Robertson, G. Ross.
Munn, St-wart	McLaehlan, Wm.	Patterson, A. T.	Robertson, John.
Munn Wm. A.	McLagan, P. W.	Paul, Frank.	Robertson, John A.
Murphy Hon. Edward	McLaren, D. K.	Paul, Walter.	Robertson, J. B.
Murray, H. E.	McLaren, D. W.	Peck, Jas. H.	Robertson, W. F.
Murray, Jno. C.	McLaren, W. D.	Peck, T.	Robillard, Jos.
Murray, W. G.	McLea, John B.	Peddle, R.	Robinson, G. W.
Mussell, Wm.	McLea, R. Paton.	Pelton, G. S.	Robitaille, J. A.
Mussen, H. S.	McLean, Chas.	Penfold, J.	Rodger, James.
Macartney, Hy.	McLean, Jos.	Penny, E. G.	Rolland, J. D.
Macaulay, Robertson.	McLennan, Alex.	Peverlev, C.	Rolland, Oct.
Macaulay, Thos. B.	McLennan, Ewan.	Phelps, Geo. F.	Rolland, P. D.
Macdonald, Alex. E.	McLennan, Hugh.	Phillips, C. S. J.	Ronald J. R.
Macdonald, T. V.	McMaster, Jno. A.	Piché, Gustave.	Ronayne, E. P.
Macdougall, G. Cam'bel.	McMaster, Wm.	Picken, Henry B.	Ronne, Geo. W.
Macfarlane, Allan.	McMurtry, S. A.	Pillar, Lindsay.	Root, C. J., jr.
Macfarlane, C. H.	McNally, S. A.	Pillow, J. A.	Rose, J. B.
Macfarlane, David.	McNamee, F. B.	Pinder, John.	Rose, J. C.
Macfarlane, John.	McNider, A.	Poe, D. A.	Ross, D. Ross.
Macfarlane, Robert.	McPherson, D. A.	Poliwka, Emil.	Ross, D. W.
Macintosh, C. F.	McShane, R.	Popham, E.	Ross, Geo. D.
Macintosh, Jno.		Popham, John.	Ross, Jas. G.
Mackay, Lachlan.	Nash, Fred.	Porteous, John.	Ross, Philip S.
Mackay, R.	Nelles, J. Widmer.	Porteous, Thos.	Ross, W. G.
Mackedie, J. W.	Nelles, R. Campbell.	Potter, Thos. J.	Rothwell, Ed. E.
Mackenzie, Hector.	Neilson, Albert D.	Pratte, L. E. N.	Routh, F. A.
Mackerrrow, Jno. A.	Neilson, Fred. E.	Prevost, Hector.	Routh, J. H.
Ma-lean, John.	Neilson, Wm. J.	Prevost, Sinai.	Routh, Rodolph O.
Maclean, J.	Ness, T. W.	Proctor, Chas. D.	Routh, R. T.
Macpherson, Alex.	Newman, Frank W.	Putnam, H. L.	Royal Can. Ins. Co.
Macpherson, A. B.	Newman, Thos. Henry.	Pyke, James W.	Russell, Hugh.
Macpherson, D. M.	Nicoll, Arch.		Russell, Jno. J.
Macpherson, W. M.	Nicolson, Jno. F.	Quintal, Joseph.	Ryan, M. P.
McArthur, Alex.	Nield, E.	Quintal, Jos. Ed.	
McArthur, Colin.	Nivin, Wm.	Racine, Alphonse.	
McArthur, D. J.	Noad, J. S.	Radford, Ed.	
McArthur, Jas. C.	Nolan, W. H.	Radford, Walter.	
McBean, A. G.	Norris, Jas. S.	Ramsay, Alex.	
McBean, Donald G.	Notman, Wm.	Ramsay, W. M.	
McBean, Duncan G.		Rankin, Jas. L.	
McBean, Geo.	O'Brien, James.	Ransom, H.	
McBride, Jas.	O'Connor, E. G.	Raphael, H. W.	

LIST OF MEMBERS.—Continued.

Savage, J. G.	Smith, Sir Donald A.	Taylor, John.	Walters, Charles H.
Scanlan, J. T.	Smith, G. F. C.	Tees, D. T.	Ward, Hon. J. K.
Schever Hermann S.	Smith, J. Lionel.	Tees, Wm.	Ward, Joseph.
Sclater, C. P.	Smith, J. Murray.	Telmosse, L. W.	Wardlow, Jas. H.
Sclater, Wm.	Smith, Lionel J.	Tellier, H. J.	Warren, W. H.
Scholes, Francis.	Smith, M. B.	Tester, J. W.	Warrington, F. H.
Schultz, Ed.	Smith, Wm.	Tiffin, H. J.	Warrington, John T.
Schwob, M.	Smith, Wm. B.	Thibaudeau, A. A.	Watier, George N.
Scott, Henry C.	Smith, Wm. Oliver.	Thibaudeau, Hon. J. R.	Watson, David.
Scott, Jas.	Smithers, Geo. H.	Thom, James.	Watson, J. C.
Scott, Jno. H.	Smyth, Chas. E.	Thomas, F. Wolferstan	Watson, W. W.
Scott, J. P.	Snetsinger, J. G.	Thomas, R. K.	Watt, Alexander.
Scott, Wm.	Snow, Wm.	Thompson, Edwin.	Watt, Alex. McTavish.
Seath, David.	Sonne, Thomas.	Thompson, M. M.	Watt, D. A. P.
Seath, W.	Strangman, Chas.	Thompson, A. D.	Weir, Godfrey.
Semple, J. H.	Stancliffe, F.	Thomson, Adam G.	Weir, Somerville.
Shallow, F. D.	"Star" Representative	Thomson, D. G.	Weir, William.
Shanly, Walter (C.E.)	Starke, Geo. R.	Thomson, Geo. A.	Welsh, A. A.
Sharpe, Ed. S.	Starke, R. G.	Thomson, Jas.	Welsh, J. H. M.
Shaughnessy, Thos. G.	Stearns, I. H.	Thomson, Malcolm.	Whitaker, Samuel
Shaw, Jas.	Stearns, Seargent P.	Thorning, Otto.	White, Richard.
Shaw, Jas. G.	Stephen, Francis.	Thouret, Emile.	White, R. S.
Shaw, J. Hamden.	Stephens, G. W.	Thurston, I. D.	Whitehead, E. A.
Shaw, Robert	Stephens, Jno.	Torrance, John.	Whitham, James
Shaw, Thomas.	Stevenson, Arch W.	Torrance, John, jr.	Whitley, A. G.
Shaw, Wm.	Stevenson, J. Alex.	Torrance, W. F.	Whitley, Fred.
Shearer, James.	Stevenson, P. R.	Tough, John	Whitney, John E. M.
Shearer, Jas. T.	Stevenson, S. C.	Tourville, Louis.	Whyte, W. H.
Shearer, John S.	Stevenson, W. A.	Townsend, S. B.	Wight, Norman.
Shorey, C. L.	Stewart, Alex.	Trew, A. E.	Wight, R. E.
Shorey, Hollis.	Stewart, David.	Trimble, Thomas.	Wiley, A. T.
Shorey, S. O.	Stewart, Jas.	Trottier, A. A.	Wilks, Arthur W.
Short, R. Allan.	Stewart, Jas. H.	Trottier, Louis T.	Williamson James.
Sidey, D. D.	Stewart, James F.	Truteau, A. C.	Wilson, A. A.
Sidey, J. G.	Stewart, Wm.	Turnbull, John.	Wilson, Jas. jr.
Silverman, Simon	Stirling, John.	Turnbull, Thos. T.	Wilson, J. C.
Simmons, John.	Stonegrave, A. C.	Turner, A. D.	Wilson, J. H.
Simms, Francis H.	Strachan, James.	Turpin, W. J.	Wilson, J. R.
Simms, Robert.	Strachan, Wm.	Tyre, Robt. W.	Wilson, J. T.
Simpson, Geo. W.	Stroud, F. St. G.	Vadinet, Louis.	Wilson, Robert.
Simpson, J. Cradock.	Stroud, H. W.	Vaillancourt, J. A.	Wilson, Thomas.
Sims, A. Haiz.	St. Arnaud, L. N.	VanHorne, W. C.	Wilson, Walter
Sims, Lindsay D.	St. Denis, Edouard.	Viau, C. T.	Wilton, Wm.
Sincennes, McNaugh-	St. George, Percival W.	Vill-neuve, J. O.	Winn, J. H.
ton Line.	St. Marie, L., M. P.	Vipond, George	Wintle Ernest D.
Sinton, Ja. C.	St. Onge, S.	Vipond, T. J.	Withers, J. Philip
Sise, C. F.	Sumner, Geo.	Vipond, T. S.	"Witness" Represen-
Slater, Geo. A.	Sutherland, Geo. A.	Wade, E. J.	tative.
Slessor, James.	Tasker, James.	Wainwright, Wm.	Wolff, He. mann H.
Slessor, Wm. P.	Tatley, Wm.	Wait, George.	Wonham, W. R.
Smaill, Wm.	Taylor, A. T.	Walbank, Wm. McLea	Woods, Samuel
Smaill, E. A.	Taylor, Homer.	Walker, John.	Wulff, J. F.
Smardon Richard	Taylor, Jas. A.		Young, Andrew.
Smith, Chas. F.			

MONTREAL CORN EXCHANGE ASSOCIATION.

OFFICE-BEARERS FOR 1891.

COMMITTEE OF MANAGEMENT.

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 ACTING PRESIDENT:—A. E. GAGNON.
 TREASURER:—D. ROBERTSON.

JOHN BAIRD,
 A. J. BRICE,
 D. A. McPHERSON,

JAS. S. NORRIS,
 H. W. RAPHAEL,
 WM. STEWART.

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ROBERT SIMMS.

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MONTREAL WHOLESALE GROCERS ASSOCIATION.

OFFICE-BEARERS FOR 1891.

EXECUTIVE COMMITTEE.

PRESIDENT - - - - - GEO. CHILDS.

VICE-PRES.:—CHAS. P. HÉBERT.

TREASURER:—D. T. TEES.

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Brosseau, D. C.	Hendery, Alex.	Quintal, Jos. Ed.	Telmosse, L. W.
Carter, Stewart J.	Hughes, H. H. F.	Ransom, H.	Turner, A. D.
Chaput, Chas.	Kinloch, Wm.	Regan, H. H.	Villeneuve, J. O.
Childs, Geo.	Lacaille, Chas.	Robitaille, J. A.	
Colson, C. E.			
Cusson, Alexis.			

VICE-PRESIDENT,—ARCHIBALD NICOLL.

TREASURER,—EDWARD L. BOND.

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And ex-officio the President and Treasurer.

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Wm. B. Evans,
C. E. Gault,

C. T. Hart,
W. C. Munderloh,
Archd. Nicoll,
John Popham,

J. J. Riley,
J. H. Routh,
Otto Thorning.

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Brice, A. J.	Hislop, D. S.	McLagan, P. W.	Ward, Jos.
Campbell, W. M.	Kirkpatrick, J. J.	McPherson, D. A.	Ware, W. T.
Chisholm, T. J.	Laing, T.	Nivin, Wm.	Warrington, F. H.
Dalrymple, Jas.		Oliver, James	Wilson, F.

Birks, Arthur.	Donahue, Wm.	Laporte, Hormisdas.	Semple, J. H.
Boivin, Leonard I.	Hébert, Chas. P.	Lockerby, W. W.	Tees, D. T.
Brosseau, D. C.	Hendery, Alex.	Quintal, Jos. Ed.	Telmosse, L. W.
Carter, Stewart J.	Hughes, H. H. F.	Ransom, H.	Turner, A. D.
Chaput, Chas.	Kinloch, Wm.	Regan, H. H.	Villeneuve, J. O.
Childs, Geo.	Lacaille, Chas.	Robitaille, J. A.	
Colson, C. E.			
Cusson, Alexis.			

MONTREAL WHOLESALE DRY GOODS ASSOCIATION.

OFFICE-BEARERS FOR 1891.

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VICE-PRESIDENT—R. L. GAULT.

TREASURER—JOHN A. ROBERTSON.

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JAS. P. CLEGHORN.

E. B. GREENSHIELDS.

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ALEX. STEWART.

MEMBERS :

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VICE-PRESIDENT,—ARCHIBALD NICOLL.

TREASURER,—EDWARD L. BOND.

EXECUTIVE COMMITTEE.

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C. E. Gault,

C. T. Hart,
W. C. Munderloh,
Archd. Nicoll,
John Popham,

J. J. Riley,
J. H. Routh,
Otto Thorning.

In Memoriam.

*List of Members of the Montreal Board
of Trade who died during 1891.*

THOS. DARLING, - - -	Died Feb. 10, 1891.
JOHN M. YOUNG, - . -	Died March 19, 1891.
STANLEY KINNEAR, - - -	Died April 3, 1891.
M. LAING, - - - -	Died May 11, 1891.
JOHN LEWIS, - - - -	Died June 9, 1891.
GILBERT SCOTT, - - -	Died June 9, 1891.
R. S. OLIVER, - - - -	Died June 21, 1891.
CHAS. L. BOSSÉ, - - -	Died June 22, 1891.
JOHN BAIRD, JR., - - -	Died Sept. 21, 1891.
W. H. RINTOUL, - - - -	Died Sept. 26, 1891.
WM. NOTMAN, - - - -	Died Nov. 11, 1891.
WM. CASSILS, - - - -	Died Dec. 25, 1891.
JOHN BRODIE, - - - -	Died Dec. 29, 1891.

