

UNIVERSITY LIBRARY
WOLFVILLE, NOVA SCOTIA

ANNUAL REPORT

OF THE

Nova Scotia Chamber of Commerce,

OF

HALIFAX, N. S.

FOR THE YEAR

1883.



Halifax, N. S.:

GEORGE W. BAILLIE, PRINTER.

1884.

A
381
N85

ACADIA UNIVERSITY LIBRARY
WOLFVILLE, NOVA SCOTIA

A
381
N 85

ANNUAL REPORT

OF THE

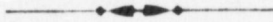
Nova Scotia Chamber of Commerce,

OF

HALIFAX, N. S.

FOR THE YEAR

1883.



Halifax, N. S.:

GEORGE W. BAILLIE, PRINTER.

1884.

UNIVERSITY OF TORONTO LIBRARY

100 St. George Street, Toronto, Ontario

1954

THE UNIVERSITY OF TORONTO

1954

Executive Committee for 1884.

JOHN DOULL, Esq., *President.*

W. C. SILVER, Esq., }
HON. A. G. JONES, } *Vice-Presidents.*

ROBERT PICKFORD,

J. J. BREMNER,

DR. FARRELL,

T. E. KENNY,

PETER JACK,

J. S. MACLEAN,

J. C. MACKINTOSH.

I. H. MATHERS,

C. F. DEWOLF,

ROBERT TAYLOR,

W. E. WEST,

WM. ROBERTSON.

SUB-COMMITTEES.

Committee of Arbitration—T. E. Kenny (Chairman), Robt. Pickford, Dr. Farrell, J. S. Maclean, I. H. Mathers.

Committee of Appeal—John Doull, President; W. C. Silver, Hon. A. G. Jones, Vice-Presidents; P. Jack, Treasurer; C. M. Creed, Secretary.

Committee No. 1—To be charged with all questions relating to the fisheries, fish inspection laws, etc.—W. H. Hart (Chairman), R. Taylor, M. Carney, R. Pickford, C. F. DeWolf.

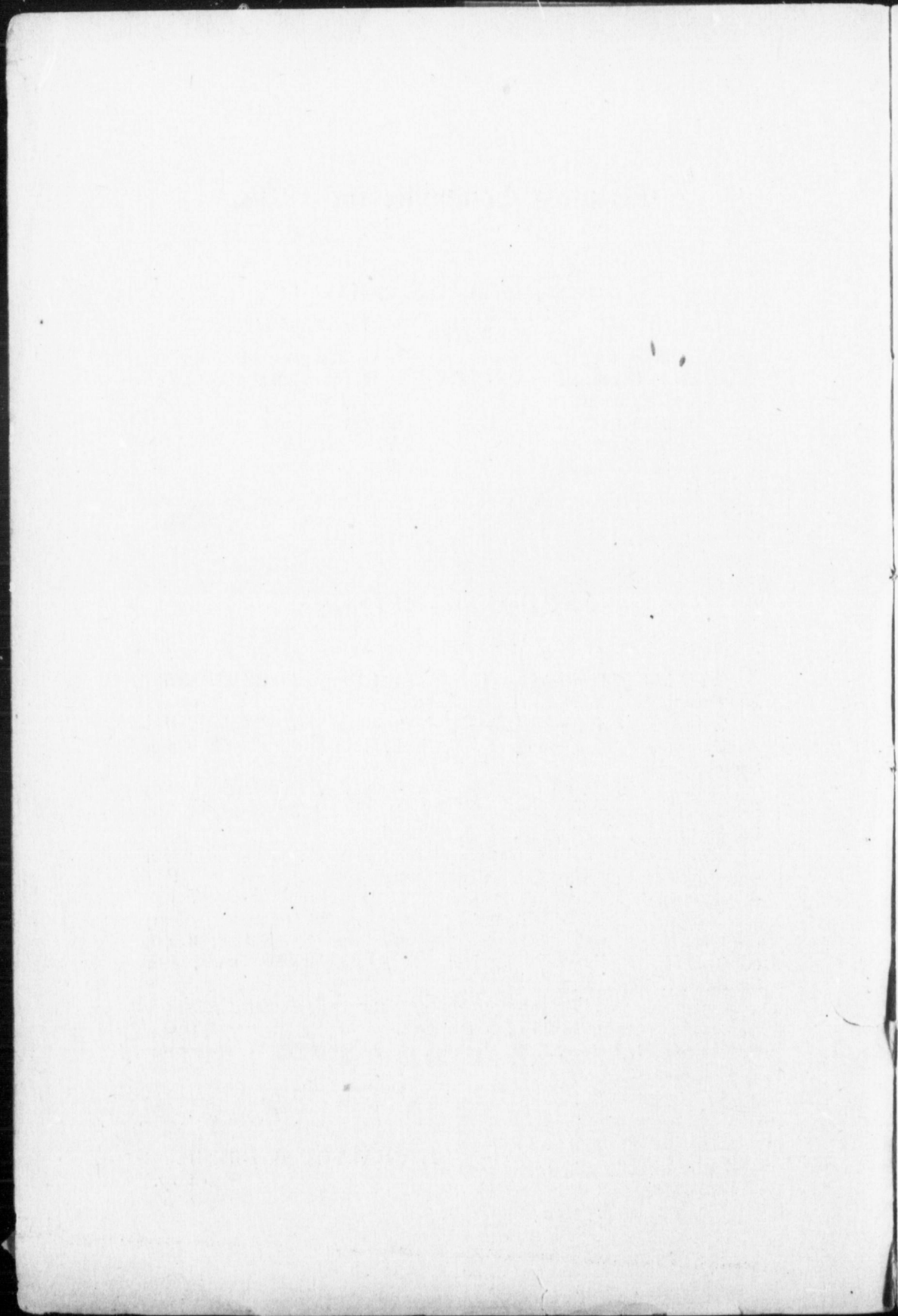
Committee No. 2—All matters relating to pilotage, harbor regulations, lights, shipping, quarantine, foreign commerce, etc.—J. Pugh (Chairman), J. T. Wood, R. Pickford, W. Robertson, C. F. DeWolf.

Committee No. 3—Financial matters, tariffs, currency, usury, insolvent laws, postal, telegraph lines, city taxes, etc.—T. E. Kenny, (Chairman), W. E. West, P. Jack, T. Fyshe, W. M. Doull, John Smith, J. C. Mackintosh.

Committee No. 4—Internal trade, railways, steamers, routes of transportation, manufactures, mining, etc.—J. T. Wood (Chairman), J. S. Maclean, M. Dwyer, I. H. Mathers, C. F. DeWolf, W. Robertson, J. J. Bremner.

PETER JACK,
Treasurer.

CHARLES M. CREED,
Secretary.



REPORT
OF THE
Nova Scotia Chamber of Commerce,
FOR THE YEAR 1883.

The Executive Committee after the lapse of the year 1883, present to the Chamber their Annual Report, and feel it their duty to lay before its members a retrospective, as well as a prospective view of the general business of our port. Your committee, therefore beg to report that the great question overshadowing all others, that they brought so prominently to your notice in their last report, the Winter Port question, is still agitating greatly the minds of our people generally, and this community especially, for now that the railway terminal facilities in our harbor, then in progress, and now satisfactorily completed, affording equal, if not superior despatch and accomadation to any other shipping port in America, have not so far attracted that traffic which we anticipated; it will be necessary to look forward to the adoption of other measures to bring about the desired object. A meeting of representatives of this Chamber met with a Committee of the City Council and adopted resolutions, and subsequently the Cty Council sent a delegation to Ottawa to confer with delegations from Quebec and St. John, which joint delegation passed resolutions which were pressed upon the attention of the Dominion Government by the delagates in person. The Halifax City delegation have made an exhaustive report of the whole subject which, with the resolutions are appended hereto, and is worthy of permanent record. Turning more especially to the general trade of our port for the past year your committee do not think that it presents any striking contrast to that of previous years. Our fisheries have been largely successful, and now more than ever your committee are happy to remark are conspicuously our great source of wealth and dependence, and year by year appear to be more highly estimated by the extending consuming world, indeed it has been lately stated, in a public lecture by a prominent man of business experience, that the value of our fishing grounds, acre for acre, is greater than that of our vast agricultural regions. If this is so, how greatly should we value and foster our Nova Scotia fisheries, surrounded as its whole coasts are, with numerous and valuable fishing banks and harbors, and inlets. In short our experince from year to year proves that the increasing demand cannot be over supplied.

With this notable increasing demand, the coming outfit from our shores in a large and superior class of vessels for the banks, will doubtless be prosecuted with energy and success, and our general fish trade thus largely increased. In connection with this branch of the subject, with which our trade with the West Indies is so largely identified, your committee regret to learn that the sanguine expectations entertained by many of our people, as to the advantages to result from the change in the sugar duties, have not been realized, and that an effort is now being made for a modification in this respect which, if accomplished will, it is believed, lead to considerable extension of our trade with the West Indies, and it appears according to the best information your committee can obtain, as well as from statistics lately furnished by the Minister of Finance, and published in our papers, that while the imports of sugars from countries with which we have no trade relations has been steadily increasing, the imports from the West Indies, which are the only markets for our exports, has been correspondently on the decrease. It is obvious therefore that shipments of fish to the West Indies cannot be successfully carried on unless the product of such shipments can be invested in return cargoes. And your committee are strongly of opinion that the policy of the government should encourage trade with the natural consumers of our chief exports, rather than with countries (as is now the case) with whom, from distances and other considerations, we can have no reciprocal relations.

Your committee feel gratified in turning your attention to the continued increasing traffic over the Intercolonial Railway, in which the welfare of our whole province, and especially of our city, so largely depends, since the completion of the Grain Elevator in connection with the Intercolonial Railway, a few shipment of Western Canadian wheat, pease and rye have been made to Liverpool, London and the continent, via Halifax, but owing to the short crops and unusually low rate of freights from American ports, these shipments have not been as large as was expected. The necessity as well as advantages of our winter port are again being realized by Canadian cattle shippers, who find their cattle shipped via Halifax escape restrictions at destination, to which they would be subjected if shipped via the United States, while a disease exists among the cattle of that country. The regular steamer sailings recently established between Antwerp, Hamburg and the Dominion, using Halifax as their winter port, have already been an advantage, and will, it is hoped, further increase our trade with those countries.

Your committee regret to learn that complaints have been made by the agents of the different steamship lines running to this port, as to the condition upon which the Intercolonial Railway forward their freight from Liverpool and London, which it is represented is more favorable to the Allan Line than to other companies, when it is considered that the Allan Line are in receipt of a very large subsidy from the government, and that like other companies, they only land here such

portion of their inward cargo as suits their convenience and interests, and that the balance is carried on to Portland, and forwarded from there by the Grand Trunk, your committee are strongly of opinion that no further advantage over other companies should be granted them in this respect. The steamers of competing lines bring freight for all parts of the Maritime Provinces, as well as for the West, and while the Grand Trunk are willing to pro rate with them all on equal terms to all points west of Chaudiere Junction, where it reaches their line, the Intercolonial have given notice, unless the Allan rates are sustained, that they will exact local rates over their road, which, if carried into effect, would in many cases amount to the whole freight from England, leaving nothing for the ocean carriage to this port. The importers of Nova Scotia, New Brunswick and Prince Edward Island are therefore all much interested in the question, their object being to secure the cheapest transport for their goods, so that they may be in a position to compete with other points, but if any discrimination is allowed to exist or any advantage given to any one company, other lines must, as a matter of course, be drawn off the route, and the favored company, whoever they may be, having all in their own hands, would no doubt advance their rates, as was done on previous occasions when only one line was running to this port. Your committee therefore recommend that this matter be at once submitted to the government with a view of remedying the injustice complained of.

Your committee in their last report directed your attention to the increasing deal and timber trade of our port through facilities offered by the Intercolonial Railway, and they are now pleased to report that this trade has been since prosecuted to an increased extent the past season, and promises when the British and other European markets are favorable to be of considerable importance, especially in affording to ships freighted with sugar and other products to our port, a chance of freights to Europe, and an inducement to accept a low freight on sugar for our refineries from West Indies, Brazil, and other tropical ports.

DRY DOCK.

Your committee have been anxiously watching the discussion that has taken place, at various times, at meetings of joint committees of citizens and members of the City Council, relating to the construction of a Dry Dock, and they regret very much to find that up to the present time little apparent advance has been accomplished, and that the construction of that very important public work in the near future is still a matter of doubt and uncertainty. Looking at the expenditure for similar works by the government in other parts of the Dominion, say at British Columbia and Quebec—your committee can see no just grounds why Halifax should not be placed in the same position, and they would strongly recommend that our members at Ottawa should at once

bring the matter to the notice of the government and press, in the strongest possible manner the justice of our demand in this respect.

Your committee learn that a treaty has lately been made between the United States and Spain, whereby the flag of the United States is placed on the same terms regarding customs duties as that of the latter country. The conditions of this treaty does not apply to British shipping, and we are consequently placed at a great disadvantage in Cuba and Porto Rico, to which the treaty more particularly applies, the difference in favor of the American flag so far as we can learn being equal to an average of about 20 per cent. on the whole tariff. On our fish, which is our chief export to these islands, it amounts to considerable more. By calculations made on data received, it would appear Porto Rico, fish by British flag pays about 12c. per quintal more than fish by American vessels; and that the tonnage duty for landing and loading cargoes is one hundred per cent., or just double on our vessels to what is exacted from the Americans. In Cuba the deferential duty in favor of the Americans is still larger, amounting to about 27c. per quintal; Cuba and Porto Rico are among our best customers, shipments to the latter having some years reached nearly 150,000 quintals, while to Cuba the demand is steady and increasing. It will therefore be seen that if the Americans continue to enjoy those great advantages, and we excluded, that it will be a heavy blow to our trade, and calls for prompt and energetic remonstrance from our government. The charges made by the Spanish Government through the consulates of 10 cents per ton on securing Spanish clearances is also very burdensome, and has been objected to by the United States, who claim that no foreign government has a right to impose such a charge, which is equal to an import tax on the product of their country. We have reason to believe that this unfair tax will be abolished in the United States, and our government should take immediate steps to place us in the same position.

Your committee desire to call the attention of the chamber to the necessity of a law being passed by the Dominion Legislature to secure the equitable distribution of the assets of insolvents. At present an insolvent can prefer a few of his creditors, and leave out all others, as is done in Nova Scotia frequently. This is a very great hardship, and if it is not possible to pass a bankrupt law this session, the legislature might pass a short act such as there is in Ohio, making all preferential assignments and all preferences given in contemplation of bankruptcy null and void.

Your Committee regret to report it has been stated to them by the coal owners of Pictou that there is a great falling off in the shipments of coal from Pictou over the Intercolonial Railway, more especially as regards the supplying of steamers calling at this port for bunker coal, which has been attributed to several causes, chief of which have been the prices charged and the want of facilities to get coal at any price at certain seasons. If the former had stood alone, it might possibly have been removed, but, as it took a subordinate position, it may be put on

one side in this consideration, and the want of proper facilities must be considered as a very prominent cause. It is asserted that frequent and urgent representations were made to the Railway Department from time to time (as the policy pursued continued to show that this trade, which promised, a few years ago, to grow to be an important branch, was falling off); but it is said no improvement in this respect has been made. It is stated by the colliers a few years ago there were 900 hoppers and 123 Halifax and Cape Breton Company's hoppers suitable for shipment. It was represented that this class of car is comparatively easy to handle by men at the wharves, and that they empty themselves, unless the coal be frozen, but the Railway Department purchased a number of 15 ton Gondolar cars, and reduced the number of hoppers to some 300 in all. It is represented that the Gondolars are too heavy for men to handle; that they do not discharge themselves; that at best but 60 tons per hour can be shipped from them, and that when coal is frozen, a much smaller quantity. There is no doubt but that many more cars are required before a steamship agent can be assured that he will get coal when he wants it, and that the proper place for empty cars is at the Mines, not at Richmond and intermediate sidings.

All of which is respectfully submitted.

(Signed.)

JOHN DOULL.

President.

HALIFAX, Feb, 25, 1884.

To His Worship the Mayor and Members of the City Council:

GENTLEMEN,—The delegates selected by you to confer with representatives of the Cities of Quebec and St. John, and to act in conjunction with them in pressing upon the Dominion Government the great necessity of taking steps to secure the location of the terminus of the Canadian Pacific Railway within the Dominion of Canada, beg to report:

Your representatives proceeded direct to Ottawa, where they met with a large and influential delegation from the corporation and commercial bodies of Quebec, also with Mayor Jones and Alderman Coldwell of St. John, N. B. A conference was at once held in the Parliament Buildings, to decide on the course of action to be adopted in bringing the subject of the mission before the Cabinet Ministers.

After a long and exhaustive discussion of the subject in its relations to the several Provinces, the following resolutions were adopted:

1. *Resolved*, that it is the opinion of this meeting of delegates from the Cities of Quebec, Halifax and St. John, that the Federal Government should secure direct railway communication, independent of the Grand Trunk Railway, between Quebec and the Canadian Pacific Railway, and that improved railway communication be made with the Intercolonial at Quebec. If the Federal Government consider that a

bridge will be the best means of communication, the necessary steps to be taken to protect the public interests so that the bridge should not be under the control of any one railway corporation.

2. *Resolved*, That it is the opinion of this meeting that the Atlantic winter port of the Canadian Pacific Railway should be located in the Maritime Provinces, and that the Federal Government be requested to assist, with subsidies and otherwise, any line or lines of railway that will shorten the route to, and make the said winter port in the Maritime Provinces.

It was also resolved that the foregoing resolutions should be presented to the Dominion Government at an interview to be arranged for on Saturday, 9th February. The delegates from the City of Halifax, accompanied by Messrs. Daly and Stairs, the Members of Parliament for the city and county availed themselves of an opportunity that offered to wait upon Sir Charles Tupper, Minister of Railways, to whom they presented a copy of the resolutions passed at the conference, and at the same time discussed with him the subject of their mission and other matters of interest connected with the City of Halifax. Sir Charles informed the delegates that it was not likely a third line of railway between Montreal and Quebec would be viewed with favor by the Government or Parliament, but that some arrangement was possible by which the North Shore Railway might be acquired by the Canadian Pacific Railway Company, or worked in connection with that road. In this event a railway bridge at Quebec would become a necessity in order to connect with the Intercolonial Railway, and this bridge would also further the interests of a short route from the West, passing via Quebec to the maritime ports in the Lower Provinces. The Minister expressed his interest in and his desire to assist in establishing a short line of Railway connection between the Canadian Pacific Railway and the principal maritime ports of the Dominion. He stated that he had reluctantly come to the conclusion that while the business of the Intercolonial Railway was increasing, and while it was a very valuable road to the Dominion of Canada, it was too long to complete successfully for the traffic of the West with shorter and more direct routes to the seaboard. He had done all in his power to develop the traffic of the road in every possible way, especially in cheapening freights on grain; also by providing an elevator, stores, wharves and other shipping requirements, but so far the experiment had not worked successfully, and though the terminal facilities for handling the products of the great West at Halifax were not excelled, if equalled, by any other port in the United States or Canada, little or no grain or other western products had been shipped. The expectations of a through traffic on which the expenditures for the elevator and improved terminal facilities were based had so far not been realized. It may, however, be admitted that the short supply of grain available the past year for shipment from Canada might be one reason for so little grain passing through the Port of Halifax. Attention was then directed to the proposed short line of railway starting from Montreal, thence by lines either built, projected or under construction, to the border of

the State of Maine, passing through that State and connecting with the New Brunswick Railways, thence to Salisbury, near Moncton, shortening the distance from Montreal to Halifax and St. John by over 200 miles, and giving almost a straight line from Sarnia to Moncton. This reduction of mileage of the land route, taken in connection with the shortening of the sea voyage, the low freight rates on those portions of the Intercolonial Railway to be used, the ever-open harbor, and especially in the case of the harbor of Halifax, its well-lighted and easy approaches, no extreme tides, nominal port charges, low rates of insurance, abundant supplies of cheap coal; all these and other advantages should certainly enable St. John and Halifax to compete with Portland, Boston or New York, for at least a portion of the traffic from the West. While the Parliament of Canada could not use the public money to subsidize that portion of a line of railway passing through the State of Maine, they would assist in building those portions passing through Canada. Sir Charles stated that if the Provinces of New Brunswick and Nova Scotia, or the Cities of Halifax and St. John would guarantee the interest on bonds to be issued for the purpose of constructing that portion of the proposed Short Line Railway, passing through Maine, the project would be insured, and as he had no doubt the traffic over this railway would be so great as to yield a large income over working expenses, the guarantee would only be nominal, and would not be required to be made good. It was proposed by your delegates that the Canadian Pacific Railway Company should be required by Government to construct this Short Line Railway, and make their winter termini in Halifax and St. John, but it was answered that at this juncture the Government could not ask the C. P. R. to build or acquire additional lines of railway to those they had in hand, as it was already charged against them in the House of Commons that they were using their money in acquiring roads outside their contract, while applying to the country for assistance in building the main line. The Minister stated that he felt certain the Canadian Pacific Railway would eventually seek outlets in the Maritime Provinces; in fact such outlets were a positive necessity to them. He also assured the delegation of his desire to do all in his power to aid in accomplishing the object of making Halifax one of the winter outlets for at least a large portion of the products of the great West, which must flow over the Canadian Pacific Railway to the seaboard. The joint delegation from Quebec, St. John and Halifax, accompanied by a number of members of Parliament, was then accorded an interview with the Cabinet Ministers, when the resolutions agreed upon were presented and pressed upon the attention of the Government by several representatives from the various Cities and Provinces. The promises and engagements of the public men both previous to and subsequent to the union of the Provinces were cited, and the Government were informed that the people of the Provinces of Quebec, New Brunswick, Nova Scotia and Prince Edward Island anxiously awaited their fulfilment. The whole

country expected that the termini of the great national railway would be on Canadian territory, not in a foreign country, and that the traffic of the Canadian Pacific Railway, a road so greatly aided by the public treasury, should not go to build up foreign ports, but should be used in building up the maritime ports of our own Dominion. Sir John A. Macdonald, on behalf of the Government, assured the delegates from the various cities of their interest in the communications made on the subject of the termini of the Canadian Pacific Railway. The desire of the Dominion Government to further the interests of all sections of the country was only limited by the necessity of keeping good the financial credit of Canada. Quebec must eventually become the summer terminus of the railway, as there the great influx of immigrants pouring into the country must land, and if the C. P. Railway did not meet them there they would lose their transportation to the great West. Respecting the winter termini, that very important subject would also receive the most careful consideration from himself and colleagues, and the several Ministers would be directed to prepare measures to be brought before the Cabinet to further the objects pressed upon the attention of the Government by the joint delegation. On the same day a memorial was presented to the Government, signed by the members from Nova Scotia, New Brunswick, P. E. Island and Eastern Quebec, supporting the Government, urging that steps should be taken to ensure the establishment of the winter outlet of the C. P. Railway within the Dominion, and your delegates are assured by Messrs. Daly and Stairs that they have used every personal exertion to that end. A committee of Members of Parliament, promoted by your representatives, held several interviews with Messrs. Stephen, Smith and Van Horn, of the C. P. Railway, the result of which is understood to be that those gentlemen expressed themselves alive to the necessity of having outlets for their traffic in the Maritime Provinces, and that they have in contemplation such connections as would carry out that project. And your delegates were also informed that the C. P. Railway had actually acquired some portions of railway south and east of Montreal, which is understood to be available for a short route to New Brunswick and Nova Scotia. The parliamentary discussion on the C. P. Railway resolutions has also brought the subject of Canadian termini prominently before the public mind, and assurances have been given that one or more of the maritime ports will eventually become an outlet or outlets for a portion at least of the immense traffic which must pass over that great national undertaking. Whether the connection between the Intercolonial Railway at Moncton and the Canadian Pacific Railway to be made by the Direct Short Line from Montreal via Houlton and Gibson, or whether it be via Quebec (whose engineers and representatives assured your delegates that they had surveys of a line from Montreal, passing through Quebec over the proposed bridge to Fredericton, shorter than the International route), your delegates are of the opinion that the connection is only a matter of time, and they feel

assured that, while they have no definite pledge or written obligation to show as the result of their mission, they can with a certain degree of assurance feel satisfied that their bringing the subject before the Dominion Government and representatives of the C. P. Railway in person, has invested the demand for Canadian outlets for the national railway with an importance it had not hitherto enjoyed. That our demand is accepted as reasonable has been granted by leading statesmen both on the Government and Opposition sides of the House, by the leading newspapers of the Dominion, and by commercial men of the business centres. And the same policy which dictated the building of the C. P. Railway north of Lake Superior, and which to-day provides for the connection between Calendar and Gravenhurst and Calendar and Ottawa and Montreal, must also provide for the connection by a commercial route between Montreal and the ocean at Canadian ports. It cannot be that tens of millions of acres of prairie lands and scores of millions of dollars taken from the people of Canada and handed over to a great corporation, not only to build a great trunk line, but in making connections as feeders, should end in our country becoming tributary to foreign ports. To build this great trans-continental railway a heavy burden is laid upon the people of the whole Dominion—one fourth, at least, upon the people of the Maritime Provinces. To some extent the Province of Quebec receives, by repayment of subsidy advanced, a direct compensation for its share of outlay. The City of Montreal has already reached, and will still further enjoy, great advantages from its connection with the Canada Pacific Railway. The Province of Ontario is traversed by the great road, which aids in enriching its people and conferring immense benefits upon them. So the Maritime Provinces in demanding a commercial connection with the C. P. Railway, are simply asking what is justly due them, otherwise their people will suffer intolerable injustice. Your delegates did not fail to present this view of the case to all with whom they came in contact, and at the same time, they did not fail to state that one great procuring cause of Confederation was the statements of such great statesmen as Hon. G. E. Cartier, Hon. George Brown, Sir John A. Macdonald, Sir Charles Tupper, Sir E. Tache, Sir A. T. Galt and others not less eminent, that the rich products of Canada and the far West could pass over our own territory to our own ports, and that all the great resources of the West would come over the immense railways of Canada to the bosom of the unrivalled harbor of Halifax. Until this is accomplished the engagements of the projectors and promoters of the confederation of the Provinces of British North America are unfulfilled. To carry out these pre-Confederation engagements is an easy matter to the statesmen who have built the trans continental railway in so short a time, and the obligation given to a million of people on the Atlantic coast is no less binding than that given to a few thousands on the Pacific coast, and that sense of honor that characterized the Cabinet in fulfilling its promise to British

Columbia will, we have no reason to doubt, impel the fulfilment of the promises to Quebec, Nova Scotia, New Brunswick and Prince Edward Island. Now that the public mind is fully aroused on the subject, and feeling that no influence should be neglected, your delegates would advise the formation of a strong committee to be composed of members of the City Council and Chamber of Commerce, to act in conjunction with similar committees of other maritime cities, to continue to press upon the Government of the Dominion and the directors of the Canadian Pacific Railway the speedy fulfilment of the Confederation compact not only in the letter, but in the spirit.

WILLIAM F. MACCOY,
Chairman.
J. C. MACKINTOSH,
Secretary to Delegation.
A. STEPHEN, JR.,
JAMES SHAND,
EDWARD FARRELL, M.D.

The following supplementary report was attached :

HALIFAX, 5th March, 1884.

To His Worship the Mayor and Members of the City Council :

GENTLEMEN,—In addition to the special subject of the mission of your representatives to Ottawa, we would report that we interviewed Sir Charles Tupper on the subject of the Dry Dock and the proposed Frost Proof Fruit Warehouse at Richmond. The result of the conference on the Dry Dock has been communicated in another form ; and in the matter of the Fruit Warehouse, the Minister of Railways intimated that he proposed submitting estimates of the same to the Cabinet at an early meeting. Your delegates would acknowledge the co-operation and assistance tendered them by Messrs. Daly and Stairs, the members for Halifax ; also to Senator Power, J. J. Bremner and W. A. Black, Esqs., who took part in the negotiations of the conference with representatives from Quebec ; also in the interview with Sir Charles Tupper.

WILLIAM F. MACCOY,
Chairman.

LIST OF MEMBERS.

A.

Anderson, G. R.
Allison, Walter J.
Adams, E. D.
Angwin, W. K.
Allen, T. C.
Allen, James
Annand, C.
Austin, J. Howe.
Ackhurst, William.

B.

Boak, Robert.
Bremner, J. J.
Burns, Adam.
Black, W. A.
Bayers, Rufus.
Blackadar, C. C.
Brookfield, W. H.
Bell, H. H.
Buckley M. A.
Bayne, Thomas.
Black, M. P.
Boak, Geo. E.
Bauld, H. G.
Bell, A. M.
Barnstead, J. H.
Brown, Thomas.
Buckey, Avery F.

C.

Corbett, F. D.
Carney, M.
Conrod, W. A.
Curren, Arthur A.
Cunningham Geo.
Corneilus, J.
Chipman, B. W.
Chipman, J. A.
Crowe, Wm.
Creighton, Alwyn.
Cowie, Dr. W. J.
Clarke, A. Y.
Cronan Daniel.

D.

Doull William.
Doull, John.
DeWolf, C. F.
Dwyer M.
Dunn, Wiman & Co.
DeWolf, John W.
DeBlois, W. J.
Duncan, D.

E.

Edwards, E. C.
Evans, Howard.
Eagar, M. F.
Elliott, Freeman.
Elliott, F. C.

F.

Farquhar, James.
Fyshe, Thomas.
Franklyn, G. E.
Fraser, James.
Fohan Thomas.
Fuller, H. H.
Forrest, James.
Farrell, Dr.
Fraser, Geo.
Fader Brothers.

G.

Gibson, Johr.
Graham, Wallace.
Gordon, James.

H.

Hart, W. H.
Harvey, Chas. H.
Harrington, W. H.
Hunt, J. J.
Hesslien & Son.
Harrington, W. D.
Hernes, Henry & Son.
Hart, G. R.

I.

Irish, J. E.

J.

Jack, Peter.
Jack, A. M.
Jack, James.
Jones, A. G.

K.

Kenny, E. G.
Kenny, T. E.
Kaizer, A. G.
Knight, James A.

L.

Lowell, W. L.
Lawson, William.
Longard, Jno. J.
Leahy, D. J.
Longard, E. H.
Longley, Edwd. J.
Lyle, John.
Laurie, Genl.

M.

MacKintosh, J. C.
MacLean, J. S.
Mott, J. P.
Morrow, James.
Morrow, Robert.
Morrow, Geoffrey.
Morse, J. E.
Mitchell, C.
Mitchell, Thomas.
Mott, Chas. F.
Mahon, E. T.
Matheson, Jno. A.
Munnis, J. K.
Moren, James A.
Morton, Geo. E.
Morrisson Edward.
Mitchell, A. S.
Murphy, John.
Muir, William.
Mackintosh, R.
Mathers, I. H.
Moody, William.
Morrow, Matthew.
Mackinlay, A.
Mackinlay, A. K.
MacInnes, John.
MacDonald, Rod.
MacSweeney, W. B.
McCoy, W. F.
MacDonald, T. V.

N.

Neal, W. H.
Newman, W. H.
Noble, Salter G.
Nelson, A.
Naufts, A. J.
Neily, J. B.

O.

O'Mullin, P.
O'Bryan, E.
Oland, S. & Sons.
O'Mullin, Robert.

P.

Pickford, Robert.
Pugh, John.
Pitts, D. H.
Phelan, Frank.
Patterson, John.
Power, L. J.
Parker, Dr.
Payne, A. M.

R.

Reynolds, W. B.
Robertson, W.
Roche, W. Junr.
Redden, A. W.
Rent, George.
Robson, C. & Co.
Ritchie, J. N.

S.

Scott, James.
Starr Geo. H.
Stairs, W. J.
Silver, W. C.
Smith, E. G.
Sutcliffe, R. L.
Shortt, Alfred.
Sweet, R. J.
Simson, W. H.
Scott, A. M.
Sarre, W. C.
Shand James.
Stephen, A. Jr.
Silver, W. N.
Sutcliffe, E. B.
Stayner, Chas. A.
Smith J. Godfrey.
Stairs, Edward.
Strachan, John.
Shreve, Selwyn H.
Smith, John.
Smith A. W. & Co.
Sichell, S.
Smith, B. A.
Stairs, J. W.
Smith, G. E.
Stewart, William.
Seeton, Robt. B.
Simson, F. C.
Starr, John.

T.

Twining & Twining.
Taylor, Geo. R.
Theakston, Robt.
Taylor Robert,
Tucker, Ed.
Tobin, Stephen.
Taylor, Henry A.
Troop, Geo J.
Thomson Cathcart.

V.

Vose, C. F.

W.

Wood, J. T.
Wilson, J. E.
West, A. W.
West, F. S.
Whitman, Arthur N.
Whitman, Alfred.
Watson, John.
West, W. E.