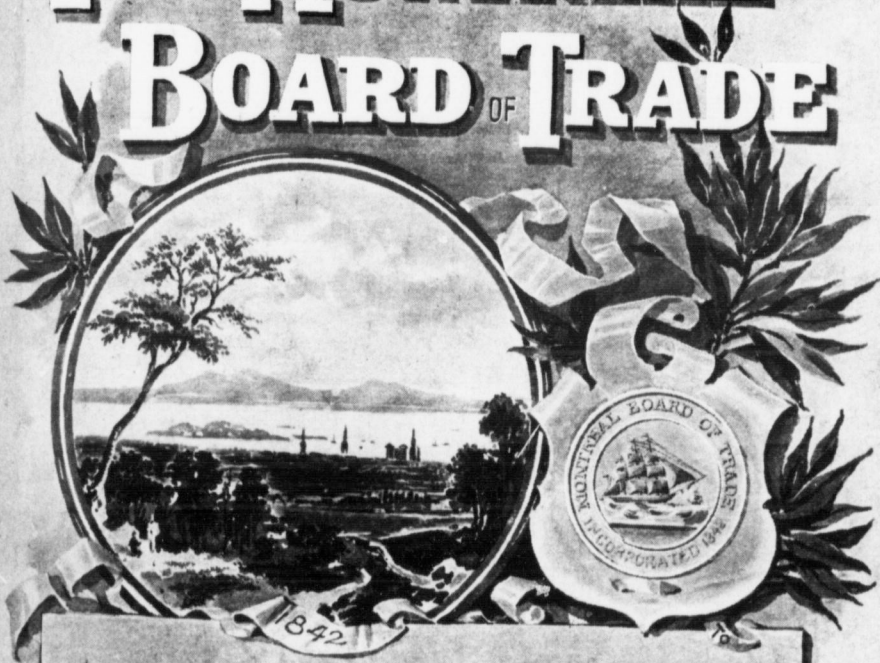
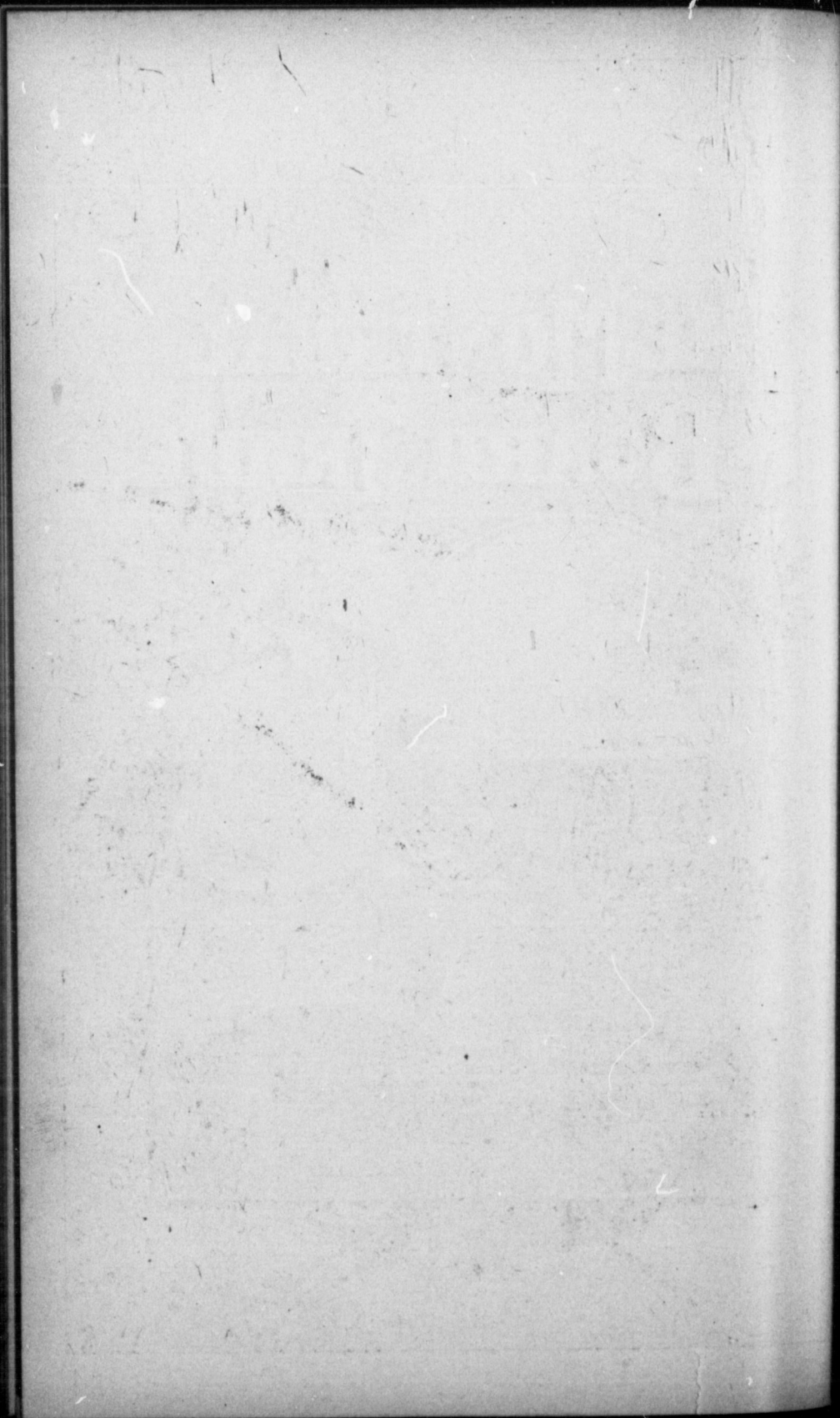


50th ANNUAL
REPORT
of

THE MONTREAL BOARD OF TRADE



1892





COUNCIL MONTREAL BOARD OF TRADE 1892.

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OF THE

MONTREAL BOARD OF TRADE

SKETCHES OF THE GROWTH OF
THE CITY OF MONTREAL FROM ITS FOUNDATION,
STATISTICS OF PROGRESS,

AND

REPORT OF THE COUNCIL

FOR THE YEAR ENDING 31ST DECEMBER, 1892.

MONTREAL:

THE GAZETTE PRINTING COMPANY.

1893.

COUNCIL MONTREAL BOARD OF TRADE 1892.



Entered according to Act of the Parliament of Canada in the year 1893 by the
MONTREAL BOARD OF TRADE in the Office of the Minister of Agriculture.

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THE MONTREAL BOARD OF TRADE.

INTRODUCTION.

It seems appropriate in presenting the fiftieth annual report of the Montreal Board of Trade, that the Council should make some departure from the usual routine in order to take a glance over the past history of the city and a comprehensive view of its present position. This task is indeed in itself most interesting, for Montreal is at once so new and so old—its history recalls memories of so many distinguished men, not in commerce only but in politics and in religion—it recalls so many remarkable events in the annals of our country, that it is difficult to compress the narrative within the limits of the space allotted. The Council, in carrying out this design, has prefaced its usual annual report with some short sketches of the commercial life and history of Montreal and illustrated them with a few explanatory maps and plates.

The Montreal Board of Trade is the outgrowth of an earlier institution—the Committee of Trade—which was organized in 1822. Work on the Lachine Canal had been commenced only the year before. The first sod was turned by the Honourable John Richardson on July 17th, 1821, and the same able and public-spirited merchant presided on April 11th, 1822, at the preliminary meeting which gave birth to the Committee of Trade. His is a bright name in the annals of the city. The

The Committee
of Trade, 1822.

Richardson wing of the General Hospital commemorates his civic virtues. At that time the population of the city was 18,767. Three years later, in 1825, the work of the Committee began to show, for a strong effort was made to induce the Government to deepen the channel in Lake St. Peter so that "vessels of 250 tons burthen (!) " might reach Montreal fully laden during the " whole season."

The records of the Committee of Trade have, to a great extent, been preserved and the following is the first entry :—

MONTREAL, 11th April, 1822.

At a meeting of merchants and others interested in the commerce of the city, held this day at the Exchange in St. Joseph street, to take into consideration the propriety and the means of establishing a Committee of Trade,

The Honourable John Richardson having been called to the chair, the following resolutions were first read and afterwards separately proposed and carried :

Resolved, That the ruinous consequences now apprehended from the growing embarrassments of Canadian commerce can no longer be averted or even delayed by the solitary exertions of individuals or by the occasional hasty and inadequate deliberations of public meetings, and that the present alarming crisis demands the establishment of a standing Committee of Merchants, to be authorized by their constituents to watch over the general interests of the trade of the country.

Resolved, That to conciliate public favour and confidence, and to obtain such a combination of experience, energy and perseverance as existing circumstances require, the said Committee shall be established on liberal principles and be annually elected by ballot by such resident merchants of this city as shall contribute annually to the funds of the proposed institution the sum of three guineas, the first payment to be made at the time of subscription.

Peace of 1815.

It was not Canadian commerce only which was embarrassed at that time, for the return of peace

in 1815 and the resumption of specie payments in England in 1819 necessarily caused re-adjustments in all branches of trade. There were, however, Conditions of Trade in Canada. conditions peculiar to Canada which affected trade, arising out of the separation of Upper from Lower Canada. The revenue was raised chiefly from customs duties which were imposed, partly by imperial and partly by provincial statutes, and were collected by officers of the imperial customs. The present generation can hardly imagine the friction incessantly arising in consequence of the well intentioned but sometimes injudicious measures of the home authorities. Upper Canada had no port and the revenue was apportioned between the two provinces under conventions carried out by a board of commissioners. In 1839 the proportion was fixed at two-fifths for Upper Canada and three-fifths for Lower Canada. This was a fruitful source of trouble, for Upper Canada was in debt and urged the increase of duties while the revenue of Lower Canada was overflowing. Then the collectors of customs acted under orders from London and were independent of any local authority. At the time the Committee of Trade was organized, political feeling ran very high. The merchants favoured a union of the provinces which seemed to them the only means of putting an end to most of the existing evils; but that was vehemently opposed by the majority of the people of Lower Canada. The alarming crisis referred to was probably the dead-lock in the legislature which resulted in a stoppage of the supplies by the lower chamber and much unreasonable agitation very detrimental to trade. Incessant appeals were being made to the home government by both

parties in politics, neither of which were chiefly interested about commercial questions. The need of a Committee of Trade at that special time seems therefore very apparent. After careful debate and adoption of the resolutions, a committee of organization was appointed consisting of Horatio Gates, George Auldjo, George Moffatt, John Hemming, Henry McKenzie, Campbell Sweeney and W. M. Porter; Mr. George Moffatt was elected chairman and the rules as reported were adopted at a public meeting held at the Exchange on April 20th, 1822.

The following summary is extracted from the Board of Trade edition of the *Globe* published in June, 1889.

Rules of the
Committee of
Trade.

The rules provided that every merchant in Montreal subscribing three guineas should be entitled to vote in electing the Committee of Trade and eligible as a member of that committee, provided that no co-partners in trade should serve on the committee at the same time. The number of members of the committee was fixed at thirteen. The annual election was fixed for Friday—the first Friday in June, any member being absent from the Province for six months or neglectful of his duties for three, to forfeit his seat, the place to be filled until next election, by vote of a special meeting of the subscribers. The committee had power to elect its own chairman and three of the members were to form a quorum, meetings to be held every second Friday at 1 o'clock. The records were to be open to members of the committee at all reasonable hours and to subscribers on committee days. The rules also authorized and required the committee to make to His Majesty's Government, to the legislature of the United Kingdom and others in authority, such representations on trade subjects as might be deemed advisable, to consider matters brought up by subscribers and take such action as might be decided, to aid subscribers in such measures and to such extent as might be deemed advisable in the defence of such suits as involved questions affecting the general trade of the country, to decide disputes between subscribers, to put down illicit trade, and "to inquire under what authority are levied the fees now exacted by the several officers

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of the Customs in this district, and to report thereon for the information of the mercantile body." The first subscribers were fifty-four in number, as follows:—

Horatio Gates,	John Spragg,	C. Dalrymple,	The First Subscribers.
George Auldjo,	Jas. Duncan Gibb,	S. Gerrard,	
Henry McKenzie,	Peter Mackintosh,	F. W. Ermatinger,	
George Moffatt,	John Torrance,	D. David,	
Campbell Sweeney,	William Smith,	John Porteous,	
D. Robertson,	Thomas Torrance,	Thos. Blackwood,	
John Forsyth,	Chas. L. Ogden,	J. Masson,	
W. M. Porter,	Norman Bethune,	Jas. Young,	
John Brown,	R. Harwood,	Michael Scott,	
Peter McGill,	Peter Freeland,	Turton Penn,	
John Gray,	Abner Bagg,	J. Leslie,	
Frs. Ant. Larocque,	John Mackenzie,	William Peddie,	
John Fleming,	Joseph Donegany,	James Millar,	
Jas. Cuthbertson,	Thos. Delvecchio,	John T. Sims,	
Joseph Chapman,	Jacob Dewitt,	Adam L. Macnider,	
Abijah Bigelow,	Charles Brooke,	Wm. T. Holt,	
T. Bouthillier,	George Proctor,	David Handyside,	
William Spragg,	William Frears,	Robert Nesbitt.	

The following thirteen gentlemen were elected as the first Committee of Trade:—

HORATIO GATES,	PETER MCGILL,
GEORGE AULDJO,	F. A. LAROCQUE,
GEORGE MOFFATT,	JOHN FLEMING,
HENRY MCKENZIE,	SAMUEL GERRARD,
CAMPBELL SWEENEY,	THOMAS BLACKWOOD,
JOHN FORSYTH,	CHARLES L. OGDEN,
JAMES LESLIE.	

The first meeting of the Committee of Trade was held on the 23rd April, at the office of Messrs. Gerrard, Gillespie, Moffatt & Co. Mr. John Forsyth was elected President, but, he being absent from the province at that time, Mr. Thomas Blackwood was elected chairman pro tem. The Committee began its operations in a humble way, for, at the second meeting on 3rd May, Mr. Auldjo was authorized "to finish the proposed agreement with Mr. A. L. Macnider for a room for the accommodation of the Committee, including fuel and attendance, at the rate of thirty pounds per annum.

Although the Committee of Trade commenced their labours in this modest way their influence was soon felt. The first step was taken in the long series narrated in the following pages. Forthwith the river channel was carefully surveyed, and estimates were obtained for removing the obstructions ; so that, in 1826, Mr. (afterwards Hon.) James Leslie, one of their number, from his place in the legislature presented a petition praying for aid in undertaking to deepen the channel to sixteen feet. In 1830 the Act constituting the Harbour Board was passed and another member of the committee, the Hon. George Moffatt, was the first chairman. Capt. Piper, R. E., was also appointed on the Board and, after his designs, the present handsome stone quay was built and the muddy river bank covered in. In 1831 the town was incorporated and was made a port of entry. In 1831 the Royal William was towed up from Quebec in order to receive her engines at Montreal and complete her cabin fittings. She made a voyage to Halifax and Boston, and was the first ocean steamship to enter the latter port. The Cunards of Halifax were concerned in the company which owned her, and, in 1833, she made a voyage from Quebec to London, which was the first voyage under steam across the Atlantic. This vessel was the pioneer of ocean steamship navigation and the question of establishing a regular line was before the Committee when it was merged into the Board of Trade. The population of the city in 1831 was only 27,297, and the time for a line of steamships would not come for many years.

Cholera and
War.

In 1832 and 1834 two visitations of cholera destroyed trade, and in 1837 and 1838 came the

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rebellion, which heated the minds of citizens with political questions, and remained for many years a cause of excitement ; for during the long winters there was abundance of leisure, and the business to be done was altogether insufficient to work off the surplus energy of so active a community. The last meeting of the Committee was held on June 24th, 1839, after which the association ceased to exist and the more active members took steps to re-organize as the present Board of Trade.

The first meeting to organize the new Board ^{The New} Board of Trade. was held on April 6th, 1840, and the Honourable Peter McGill was elected chairman.

The following committee was appointed to take the required steps for incorporation :—

J. T. BRONDGEEST,	J. E. MILLS,
HARRISON STEPHENS,	THOMAS CRINGAN,
J. G. MCKENZIE,	WILLIAM RITCHIE,
H. L. ROUTH,	WILLIAM EDMONSTONE,
ADAM FERRIE,	O. BOSTWICK,
DAVID TORRANCE,	AUSTIN CUVILLIER,

J. LEAYCRAFT.

Mr. Austin Cuvillier was elected chairman, and Mr. James Holmes was appointed secretary at a salary of £100 for "services, room, fire and light." The Act of incorporation was procured in 1841 ^{Its incorpora-} and proclaimed on March 19th. 1842. The Act ^{tion.} with its amendments, together with the by-laws, was published in a separate pamphlet in 1887 uniform with the series of annual reports. The names of the original incorporators number 106, and are of much interest to old residents of the city. The following summary of the proceedings at the first meeting is from the special Board of Trade edition of the Globe.

The First Meeting.

The first meeting of the incorporated Board of Trade was held on 4th April, 1842, the following members being present :

J. T. Brondgeest in the chair; Thomas Cringan, John E. Mills, H. L. Routh, D. Macpherson, J. Esdaile, Harrison Stephens, J. G. McKenzie, Edward Maitland, John Glass, J. M. Tobin, Wm. Edmonstone, James Henderson, Joseph Shuter, Frederick A. Willson, Secretary.

The only business transacted was that of electing officers, the election resulting as follows :—President, J. T. Brondgeest; Vice-President, Thomas Cringan; Treasurer, J. W. Dunscomb. Council—O. Bostwick, William Edmonstone, James Henderson, H. L. Routh, John E. Mills, J. M. Tobin, J. G. McKenzie and Harrison Stephens.

The following were elected a Board of Arbitration :—James Henderson, H. L. Routh, John E. Mills, David Torrance, Robert Armour, John Glass, Harrison Stephens, Orlin Bostwick, J. G. McKenzie, James Logan, J. B. Greenshields, John Dougall.

At the next following meeting on 22nd June, the President submitted a draft of a set of by-laws for the Board, which were adopted. At this meeting Mr. (afterwards Sir) Hugh Allan was elected a member of the Board. There was a very large list of propositions for membership numbering no less than ninety-six.

A synopsis of the minutes is given in another chapter and from that an idea of the aims and activity of the Board may be gathered. From 1863 until his death in 1886, the secretary, Mr. Wm. J. Patterson, compiled a series of very complete reports upon the trade of the city and of Canada generally, from which many of the figures in the tables appended to this volume have been taken. The last of this valuable series was completed by Mr. Geo. Hadrill, the present secretary.

Officers of the Board during fifty years.

The following table will be of interest in the commercial history of Montreal.

LIST OF OFFICERS OF THE MONTREAL BOARD OF TRADE.

YEAR.	PRESIDENT.	VICE-PRESIDENT.	TREASURER.	SECRETARY.
1842	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1843	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1844	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1845	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1846	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1847	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1848	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1849	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1850	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1851	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1852	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1853	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1854	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1855	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1856	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1857	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1858	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1859	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1860	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1861	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1862	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1863	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1864	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1865	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1866	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1867	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1868	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1869	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1870	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1871	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1872	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1873	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1874	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1875	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1876	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1877	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1878	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1879	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1880	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1881	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1882	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1883	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1884	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1885	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1886	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1887	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1888	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1889	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1890	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1891	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1892	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1893	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1894	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1895	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1896	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1897	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1898	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1899	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson
1900	J. T. Brondgeest	Thomas Cringan	J. W. Dunscomb	Frederick A. Willson

LIST OF OFFICERS OF THE MONTREAL BOARD OF TRADE.

YEAR.	PRESIDENT.	VICE-PRESIDENT.	TREASURER.	SECRETARY.
March, 1842, to April, 1843.	J. T. Brondgeest.	Thomas Cringan.	J. W. Dunscomb.	Fred'k A. Wilson.
April, 1843, to April, 1844.	do	do	do	do
1844, " " " " " "	Hon. George Moffat.	do	do	do
1845, " " " " " "	do	do	C. H. Castle.	do
1846, " " " " " "	do	do	John Glass.	do
1847, " " " " " "	Thomas Cringan.	Andrew Shaw.	C. H. Castle.	do
1848, " " " " " "	Hon. Peter McGill.	do	do	do
1849, " " " " " "	Thos. Ryan.	D. L. Macpherson, and af-	Hugh Allan.	Chas. Lindsay.
1850, " " " " " "	do	terwards L. H. Holton.	do	do
1851, " " " " " "	Hugh Allan.	Allan Gilmour.	D. Lorn MacDougall.	Alex. Clerk.
1852, " " " " " "	do	do	do	do
1853, " " " " " "	do	Walter Colquhoun.	do	do
1854, " " " " " "	do	Hon. John Young.	do	John Dinning, from October,
1855, " " " " " "	Hon. John Young.	Henry Starnes.	do	1854.
1856, " " " " " "	L. H. Holton.	Andrew Shaw.	do	do
1857, " " " " " "	do	do	do	do
1858, " " " " " "	do	do	do	do
1859, " " " " " "	Thos. Kay.	do	Robert Esdaile.	do
1860, " " " " " "	Hon. John Young.	Thomas Cramp.	do	do
1861, " " " " " "	Edwin Aiwaster.	do	D. R. Wood.	do
1862, " " " " " "	Hon. L. H. Holton, and afterwards	J. Henry Joseph.	do	do
1863, " " " " " "	Thos. Cramp.	do	J. H. Winn.	do
1864, " " " " " "	do	Henry Lyman.	D. A. P. Watt.	do
1865, " " " " " "	Peter Redpath.	do	do	Wm. J. Patterson, from
1866, " " " " " "	Peter Redpath, afterwards J. H. Winn, and then John McLennan.	J. H. Winn.	D. A. Watt, and afterwards	April, 1863.
1867, " " " " " "	John McLennan.	do	Henry Lyman.	do
1868, " " " " " "	Thos. Rimmer.	wards Thos. Rimmer.	do	do
1869, " " " " " "	do	J. H. Winn.	W. H. A. Davies.	do
1870, " " " " " "	J. H. Winn.	do	Damase Masson.	do
1871, " " " " " "	Hon. John Young.	Damase Masson.	John Kerry.	do
1872, " " " " " "	do	do	do	do
1873, " " " " " "	Hugh McLennan.	William Darling.	do	do
1874, " " " " " "	do	do	do	do
1875, " " " " " "	Wm. Darling.	Andrew Robertson.	do	do
1876, " " " " " "	do	do	do	do
1877, " " " " " "	do	do	do	do
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1886, " " " " " "	do	do	do	do
1887, " " " " " "	do	do	do	do
1888, " " " " " "	do	do	do	do
1889, " " " " " "	do	do	do	do
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1891, " " " " " "	do	do	do	do
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Act amended providing that the officers of the Board be elected for two years instead of one, as hitherto, and changing date of annual meeting from April to December, so that the terms of office expire with close of calendar year.

1876	Andrew Robertson	Henry Lyman	John Kerry	Wm. J. Patterson
1877	Henry Lyman	F. W. Henshaw	John Kerry	do
1878	F. W. Henshaw	John Kerry	W. R. Wigham	do
1879	F. W. Henshaw	John Kerry	W. R. Wigham, to May, 1834	do
1880	John Kerry	Geo. A. Drummond	Robert Archer	Do. to death in June, 1886
1881	John Kerry	Jas. P. Cleghorn	Robert Archer	Geo. Hadrill, from June, '86.
1882	John Kerry			
1883	John Kerry			
1884	John Kerry			
1885	John Kerry			
1886	John Kerry			

Act amended providing that officers of the Board be elected annually, and adding a second Vice-President. Annual Meeting fixed by by-law on last Tuesday in January.

	PRESIDENT.	FIRST VICE-PRESIDENT.	SECOND VICE-PRESIDENT.	TREASURER.	SECRETARY.
1887	Geo. A. Drummond	W. W. Ogilvie	Jas. P. Cleghorn	Robert Archer	Geo. Hadrill
1888	Hon. Geo. A. Drummond	Jacques Grenier	Alex. Murray	do	do
1889	Jas. P. Cleghorn	do	Robert Archer	Edgar Judge	do
1890	do	Robt. Archer	do	do	do
1891	Robt. Archer	H. A. Budden	Richard White	H. M. Mangan Allan	do
1892	E. B. Greenshields	Chas. P. Hebert	Jas. A. Cantlie	do	do

A complete list of all the officers and committees of the Board of Trade and of the different branch associations now forming part of it, in a sort of trade federation, will be found in another place.

In the year 1886 the Corn Exchange Association was federated with the Board of Trade. This very important body is an association of produce merchants organized in 1862, and incorporated the following year. From the first it was arranged that there should be a joint-secretaryship between it and the Board of Trade, and a most fortunate selection was made in the appointment of Mr. Wm. J. Patterson. He was an enthusiast in trade statistics, a ready writer and a careful compiler.

Prior to 1873 the President of the Board of Trade was ex-officio a member of the Harbour Commission, but, in that year, the Act governing the Commission was amended so that the Board of Trade elected two representatives and the Corn Exchange Association one representative—a further amendment in 1874 reduced the Board of Trade to one representative only. The term of office is for four years.

REPRESENTATIVES ON THE HARBOUR COMMISSION.

1873-74	(Hugh McLennan.
	(Hon. John Young.
1874-78	Hugh McLennan.
1878-82	do
1882-86	do
1886-89	do
1890-93	do

The year 1892 is not only the semi-centennial 1842-1892. year of the Board of Trade, it is also the two hundred and fiftieth anniversary of the foundation of the city by Paul de Chomedey, sieur de Maisonneuve; a man very remarkable in his way, whose thoughts were drawn more towards heavenly things than to the affairs of this world. It is fit-

ting then to commence the historical sketch of the city with the year 1642 for, if we commemorate the achievements of those who have made our city commercially great, we ought not to forget the steadfast and brave though humble-minded man who also worked an enduring work, continuing to the present day.

S. E. DAWSON.

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TWO HUNDRED YEARS.

MONTREAL, 1642-1842.

The traveller in Canada two hundred years Travel. ago had but little choice in his mode of conveyance; if journeying from Quebec to Montreal in summer, his way must be by water, and by water only, for horses were scarce in the colony and but little used for journeys through a country without roads and in which the frequent and often unfordable rivers were unprovided with bridges or even ferries.

If he were careless of expenditure and careful of ease he avoided the large boats which were sometimes weeks in making the journey from Quebec to Montreal and sought to make himself as comfortable as possible within the limited quarters of a bark canoe. Even here he must experience cramped limbs, exposure to wind and sun by day, mosquitos and possibly wet quarters by night, the vagaries of half or wholly savage boatmen, and always the dreary monotony of lonely stretches of water with scarcely a sign of habitation on the generally level shores as the ordinary elements of this journey of one hundred and eighty miles.

If it were winter, dogs might be obtained and on toboggans or light sledges the journey performed in reasonably fast time, or, one could join some party of hunters or soldiers leaving Quebec for one of the upper posts and thus undergo an

apprenticeship in the art of managing the snowshoe in so thorough a manner that by the time the hospitable garrison of Three Rivers was reached the traveller was a past master in the accomplishment for the remainder of his days.

The fortunate traveller only encountered inconvenience and only suffered from cold and fatigue; for his less fortunate brother there might be wolves in winter and, still worse, the Iroquois, at any season of the year.

But now it is summer, and the wearied traveller—as he passes *les îles Percées* (opposite Boucherville) and sees in the distance before him, between the green slopes of Mount Royal and the wooded height of St. Helen's Island, indications of his destination,—feels that the difficulties and dangers of the journey are only a memory to be laughingly recalled.

Now the boatmen dip their paddles with a firmer, deeper stroke, swinging them in unison to the song that breaks forth like a shout of triumph from all, as the canoe shoots forward to breast the current sweeping downward from the little town.

As he nears the northern shore the modest church of Notre Dame de Bonsecours comes out distinctly and above it he sees the fortified mill perched on the mound, known successively as "Le Côteau," "Fort Callière," "la Batterie Royale" and "la Citadelle;" it never was a very formidable defence and was removed early in this century, when the material was used to extend the Champ-de-Mars and to fill up a large pond where Viger Garden now is—its site is known to us as Dalhousie Square.

Slowly mounting the swift St. Mary's Current, and gaining foot by foot along the river bank, our traveller at last reaches his journey's end in front of the present Custom House Square and entering by the Harbour Gate, is safely within the town of Montreal as it was two hundred years ago.

Fifty years before, on the eighteenth of May, The Beginnings 1642, a little company of eighteen joined in the first public celebration of the mass on or near the spot where the Custom House now stands and heard the Jesuit father Vimont liken their enterprise to a grain of mustard seed which he prophesied would one day develop into a tree so great that the birds of the air would lodge in the branches thereof.

The first building erected was "the Fort" about the temporary chapel in which the first mass was sung, and within its narrow limits the little company lived and faced their difficulties together. Two years later the Hôtel Dieu at the corner of the present St. Sulpice and St. Paul Streets was ready for occupation.

In 1653 actual colonization began, grants were made and a chain of houses built between the Fort and the Hôtel Dieu forming a strong line of defence against Indian attacks and a stout windmill, standing until our day at "Windmill Point," served as a redoubt to the westward.

In 1667 there was a population of seven hundred and sixty-six; a police force was organized at the head of which were five of the principal inhabitants; many new houses were erected notably the large stone warehouse, "Le Hangard," built

by the inhabitants at their own expense at the North Western corner of St. Paul Street and the Custom House Square, to serve as a public trading place with the Indians, who were provided with lodgings alongside.

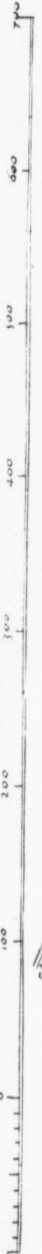
Market.

As this formed the centre of the little town it naturally followed that here the first public square was formed, officially known as *la Place du Marché* or *la Place Publique*, but, as it was also used as a parade ground and a large guard house afterwards stood beside the Harbour Gate it was very commonly known *la Place d'Armes* until the formation of the present one at the end of the seventeenth century.

Here the public market was established, the days being Tuesdays and Fridays which have remained unaltered ever since; farmers were forbidden to sell their produce from door to door without having first exposed it in the market place between the hours of eight and eleven in summer and nine and eleven in winter, which were sounded by the bell of the Parish Church, then the Chapel of the Hôtel Dieu.

Prices were constantly fixed by the Governor or Intendant, and speculation, particularly in wheat, was absolutely forbidden. When the Intendant learned in 1670 that certain unscrupulous persons had bought up the crop with a view of cornering the scanty market an ordonnance was forthwith issued that no one should buy wheat save for his own consumption and the price was fixed at three livres, two sous the minot.

In order to further the importance of Quebec an attempt was made by de Lauzon the Governor,



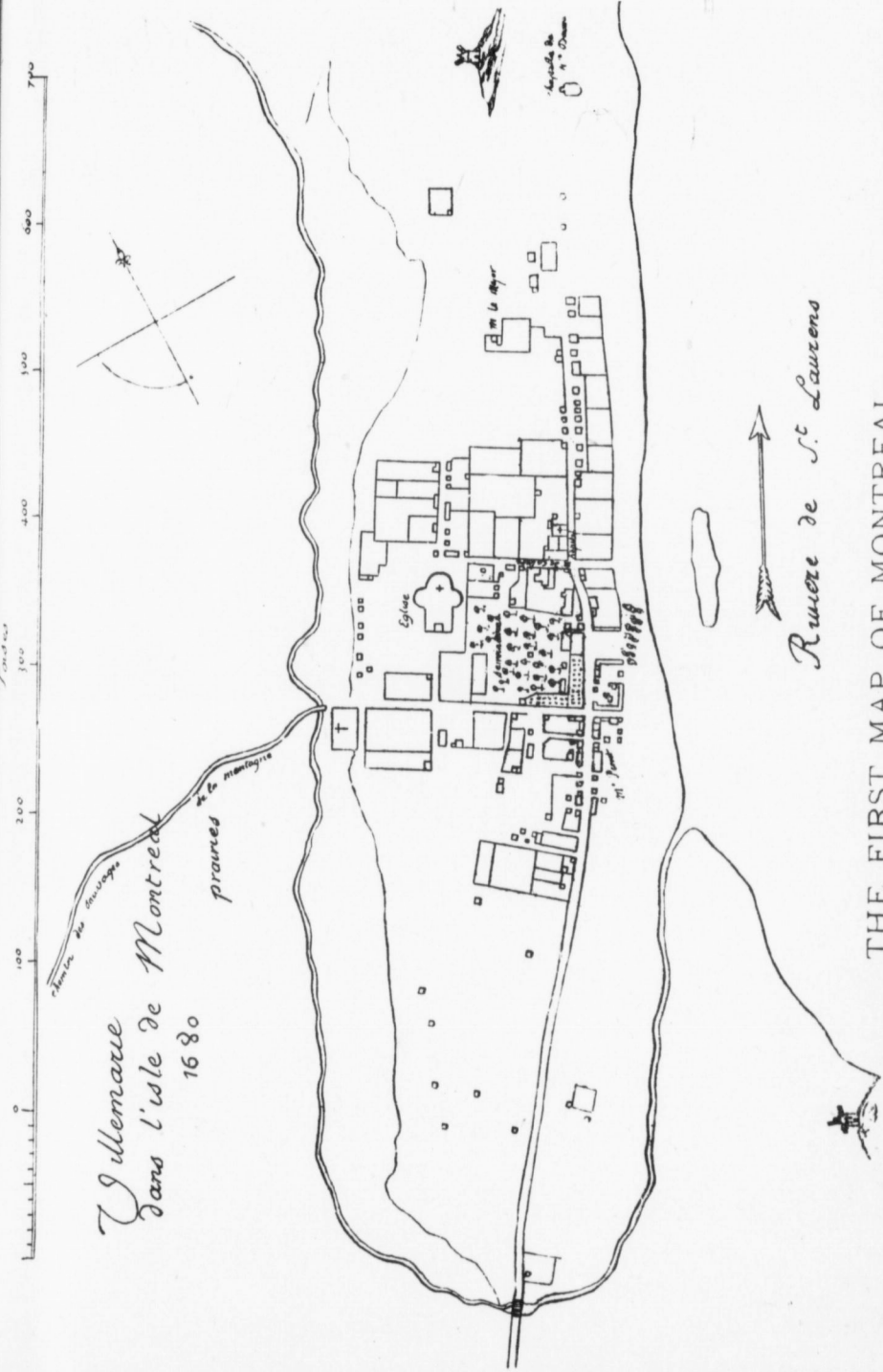
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THE MILL ON THE RIGHT MARKS THE POSITION OF DALHOUSIE SQUARE. (From a photograph in the possession of Wm. McLennan Esq.)

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and repeated later by de Mezy, to prevent Montreal trading directly with France and to confine her trade to the channel of Quebec, but in each case it was successfully opposed. All trade and even intercourse with foreigners was strictly prohibited, but it was impossible to carry out the ordonnances and Dutch and English goods were common throughout Canada where they were highly prized by both French and Indians.

In 1672 the streets of Montreal were regularly ^{Streets.} laid out and named as they are to-day, the only change being St. Joseph which is now St. Sulpice and St. François Xavier was sometimes known as St. Michel. The widest street was Notre Dame, "la grande rue," which had a width of thirty feet while few of the side streets had more than eighteen.

A few years later the town was surrounded by ^{Fortifications.} a wooden palisade fifteen feet in height pierced by four gates.

This new defence enclosed an area extending from about the line of McGill Street on the west to the eastern side of Jacques Cartier Square, and from a little below St. Paul Street on the south to about the northern limit of St. James Street. It was a poor affair probably in the eyes of the military of that time, but M. de Callière, then Governor of Montreal, was a man of singularly wide and far-seeing views. As a soldier he thoroughly appreciated the value of even the slightest barrier in the event of an attack, and, as the chief municipal officer, he saw the immense benefit a feeling of security would give towards the development of his little charge, which stood

in the van of the march of civilization towards the unknown West.

These defences were erected in 1685, and in 1689 the population had increased to two thousand souls, and Montreal had become an important factor in the colony.

Let us glance for a moment at the material condition of the dwellers within this stockade of cedar now recognized as Montreal.

Society.

Society, as it then existed, was divided into tolerably distinct classes; the Gentlemen of the Seminary of St. Sulpice, Seigneurs of the Island, had the actual interest of their charge at heart, and thanks to the remarkable personal qualities of some of their early superiors, such as the Abbés, Qaeylus, Souart and Dollier de Casson, all three gentlemen and the last a soldier as well, they laboured earnestly for the advancement of their trust, and their interest was one with the settler without distinction of class; they, with the serious colonists, their protégés, formed the most important element. On the other hand there were the officials, civil and military. Then the floating population of soldiers and *coureurs de bois*, and, lastly, the servants, who were either voluntary servants, or white captives taken in the unceasing raids into the English colonies; there were also a few Indian slaves brought back from some specially daring inroads into the distant South or West, and lowest of all were the bound servants, condemned for various offences, often for salt smuggling, (*faulx saulniers*), and redeemed by the payment of

their fines and gaoler's charges for which they were bound to their redeemtors for a term of years at nominal wages.

The outward appearance of the town at this The Town. time was such that it must have required all the courage of the new settler to adopt it as his *pied à terre* in New France; once inside the stockade, however, he saw a comfortable enough settlement, with most of the houses built of rubble to the height of the first story, and above that heavy timber work and plaster, a style of building of which one can hardly find a trace to-day.

The dwellings of the wealthier classes were entirely of stone, as were those of the public institutions, such as the Seminary, the Hôtel Dieu and the Congregation. There still remains an almost perfect example of the house of a rich merchant of the time, and that is the Hubert-Lacroix house in St. Jean Baptiste Street, now occupied by Messrs. Kerry Watson & Co. as a warehouse. On the right of the large gate-way may still be seen the little iron-doored, iron-windowed office where business was carried on, and overhead the large vaulted chamber where stores and furs were kept. The rest of the house is almost perfect, four handsome fire places, with their graceful wood work, attest the excellent taste of the proprietor or his architect, and the spacious hearth in the kitchen, where the massive crane still hangs, tells of a generous larder and of old-fashioned hospitality. From examination of documents of the time we know that there would be numerous out-buildings, including the luxury of a well-filled ice-house and a carefully tended garden and orch-

ard, were the usual adjuncts of a house of such standing in those days.

This is the only house which has come down to us in such perfect form, but in its day there were many others, such as those of Charles Lemoine, where the warehouse of J. G. Mackenzie & Co. now stands; of Jacques Le Ber alongside to the westward, of Carion, afterwards of Lemoine de St. Helene, on St. Sulpice Street, now covered by the new extension of the Parish Church and of Dulhut, the Explorer of the West, at the bottom of Jacques Cartier Square.

Now for a glimpse at the interior of such houses; the principal rooms would be covered with hangings of Italian or Flemish stuff, and the floors carpeted. On account of the cost of carriage, furniture was but seldom imported, so that, even in the best houses, it was of the simplest and barest description, usually made of pine or cherry—but its poverty was hidden by coverings which generally matched the hangings of the walls.

The great bed was the principal object and on it and its fittings and furnishings much money was expended, silken hangings with coloured fringes draped its ample proportions and the folding seats about the room were covered with like material.

Although the ordinary table-ware was pewter, plain or carved, on state occasions the unpolished dining table would be covered by the finest of worked linen and glittering with silver and china, of which every well-appointed house had its store, and the fare would embrace the luxuries of

a country abounding in game, flanked by good store of wine, brandy and liqueurs.

We find in the old inventories mention of pictures, not only of religious subjects, but also portraits, some of which were evidently painted in Canada, very probably by Pierre Le Ber, our first native artist. Books were not confined to the clergy or the learned professions, for in some houses we find fair collections of volumes, which, if somewhat solid as to quality, were by no means so restricted in their scope as we might imagine.

As a man's social or official rank was then invariably marked by rich or distinctive clothing—in a ^{Dress.} new country, where men of energy had opportunities of gaining position denied them at home, where the differences of class could not be so strongly insisted upon—there was a peculiar temptation to don the outward distinctions of rank. We find merchants, their wives and daughters, townfolk of every description and particularly those turbulent rufflers, the *coureurs de bois*, indulging in an extravagance of dress and ornament that frequently calls down the condemnation of the authorities and is remarked on by nearly every observant writer. Laces, ribbons, silks and satins of brilliant colours were largely worn; buttons, buckles and weapons were highly ornamented and often made of precious metal, while cords, tassels, hatbands and trimmings of gold and silver stuffs were almost universal, and all this despite the fact that the cost of such materials in the colony was at least twice as much as in France.

There was no comparison between ordinary middle-class living here and in France; for instance the table was infinitely better both in its

fare and appointments, for forks were in ordinary use in Canada at least a hundred years before they were in France. There can be no question but that all these material advantages offered strong inducements to emigration.

1692.

Perhaps at no time in its earlier history was Montreal in a more prosperous condition than just two centuries ago. It had successfully passed through its early terrors and alarms with the Indians, it was too far removed to dread attack from the hostile English colonies; its seigneurs, the Gentlemen of St. Sulpice, had the interest of the community thoroughly at heart and distinctions of caste were not strongly marked in the little town where that fine old soldier, Hector de Callière, its Governor, and afterwards of the whole colony, second only to his great predecessor Frontenac, was almost the only man of family.

Taverns.

There were good taverns which seem to have been well patronized, for there were at least twenty of them at this date; but this must not be taken as an insinuation against the morals or habits of the colonists, for in a day when all public meetings were frowned upon or forbidden by the authorities, the tavern was the recognized place of meeting for the transaction of business as well as the passing of a merry hour.

Schools.

There were schools too, for girls the Congregation which still exists in Notre Dame Street, for boys a public school in the same street just opposite the Seminary, and a private one kept by M. de la Prairie at the corner of Notre Dame and St. Sulpice Streets, and we find that in 1683 the cost of boarding, lodging and instruction, "in so far as he has the capacity to receive the same," for one

small boy cost just about the sum of one hundred and thirty dollars for the year; for Indians there was a school taught by Mme. Bourgeois within the four walls of the Fort de la Montagne, known to English people under the more prosaic name of "The Priests' Farm."

It must not of course be taken for granted that the picture first drawn was universal; within the stockade of Montreal were disappointed people, unsuccessful people and poor people enough, and stretched along in a thin, straggling line towards Quebec were a few seigneurs and their censitaires making a weary and often desperate fight to keep body and soul together.

But the prosperity of Montreal at this time Fur Trade. fortunately did not depend upon the success of the scattered peasants toiling for home and food with an unwilling soil. Her prosperity came directly from the great wealth of Canada, the fur trade, a wealth undreamed of by the early discoverers, and their protectors, urged on by dreams of the golden harvests "of Ormuz and of Ind" whither the Great River of Canada was fondly hoped to be the highway.

The fur trade began at Tadoussac, then retreated to Quebec, and then higher still to Montreal where at this time it was centered.

The great Annual Fair was then established, and among other measures taken to ensure a fair competition and exclude foreign interference we find the inhabitants passing the following resolutions in 1675 :--

1. That all foreign merchants are prohibited from trading in Montreal.

2. That during the fair no one should barter with the Indians save in open market, nor should any one understanding their language speak to them save through an interpreter, nor attempt to draw any Indian aside for the purpose of trading under pain of punishment.

In the same spirit of fairness it was the intention of the King, for a strictly paternal form of government was intended, that no one should go above Montreal to intercept the Indians, and trading in the woods "dans les fonds du bois" was prohibited under the severest penalties, at times even death. But of what use were menaces and penalties when Perrot, the Governor of Montreal, had his Lieutenant Bruçy stationed on his island, Ile Perrot, to stop the Ottawa Indians on their way down; and other traders, often it was whispered, backed by the highest protection, were scattered up as far as Frontenac and Niagara to choose the best of the skins supposed to be offered only at the Fair of Montreal.

When the spring fleet of canoes came down about the end of May, laden to the waters edge with their precious bales of beaver skins, worth a hundred good crowns apiece, the little Market Place was filled to its utmost capacity and the fur trade was at its height.

The reckless *coureurs de bois* made the place a pandemonium while money lasted, and every one, high and low, joined in rivalry for the valuable skins. Beaver was king!

Beaver formed a standard, and goods were reckoned at such times, not by their value in money, but by their worth in skins. French, English and Dutch joined in the chase for wealth;

beaver were scarce in the south, so that the prices were higher in Orange (Albany) than in Montreal, accordingly the French sold them there, in spite of all the ordonnances and penalties; English goods were popular amongst the French and Canadian Indians, so the English smuggled them in. England sent her Company of Adventurers trading into Hudsons Bay, and soon after their establishment the French expeditions by land and sea drove them out, only to be driven forth in turn. Companies were formed with exclusive monopolies, but hampered by fixed prices and obligations to receive all the beaver offered, and one after another ended in bankruptcy. Immense stocks of skins were burned in order to enhance the price, hatters were forced to use only pure beaver—in fact everything, except legitimate free competition in the trade, was tried, with the same ruinous results in the long run, and what should have been the source of Canada's greatest wealth in that day was fatal to any general continuous growth or expansion.

Meanwhile the peasant had not ceased his The Farmer. efforts, and the line of little white cottages along the northern shore of the river (the northern shore, because the river was somewhat of a barrier against hostile attacks which were always made from the south) between Montreal and Quebec, began to fill up, until it appeared to the traveller of the early part of last century like a long street. Cultivation was beginning to make headway, but it was hazardous to attempt innovations; thus, in 1700, when grapes were grown about Montreal, and a wine produced of such tolerable quality, that it was fast becoming popu-

lar, and it was feared the export from the Mother Country might be interfered with, orders were at once issued by the King to root up the vines. Wheat was successfully grown and sent over to France in small quantities.

Trade.

About this time an attempt was made by certain merchants in the West Indies to open up a trade with Canada, sending sugar, brandy, spices, etc., in return for timber, fish and salt beef, provided the King would allow them to touch at Boston in order to exchange their products for horses, of which there was a great need in the islands; but, although the King was quite willing that their trade should be carried on with New France, he could not approve of any intercourse with the English plantations, and so the matter was dropped.

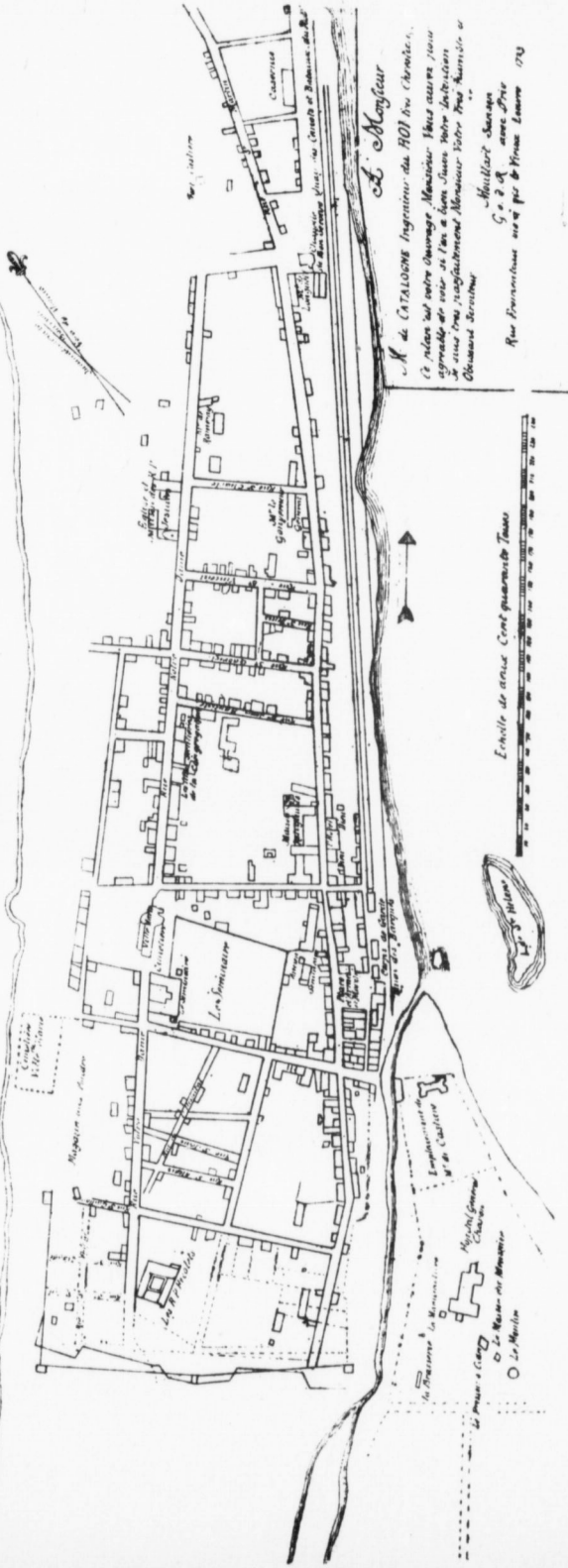
A trade with the West Indies was, however, slowly carried on, and in 1736 about 80,000 minots of wheat were exported.

The First Exchange.

In 1717 an important concession was made by the King in the establishment of a Bourse, or Exchange, both in Quebec and Montreal, a favour long desired by the inhabitants and prayed for with an earnestness which evidences their appreciation of so great a concession. Under the strong rule of Colbert all meetings of the people had been strongly put down. His rule meant centralization, and the only concession made was in favor of monopolies, which depended directly on the King—not only for their existence, but for their very credit and support. Here was another curse of the patriarchal system; if a man wished to start a fishery he petitioned the King that fish should command such a price, and it was granted; if

PLAN DE LA VILLE de MONTREAL

EN CANADA
1723



MONTREAL IN 1723.

THIS PLAN IS PROBABLY OF A SOMEWHAT EARLIER DATE, AS IT SHOWS THE BEGINNINGS OF THE SECOND FORTIFICATIONS.
(From a tracing in the possession of Wm. McLennan, Esq.)

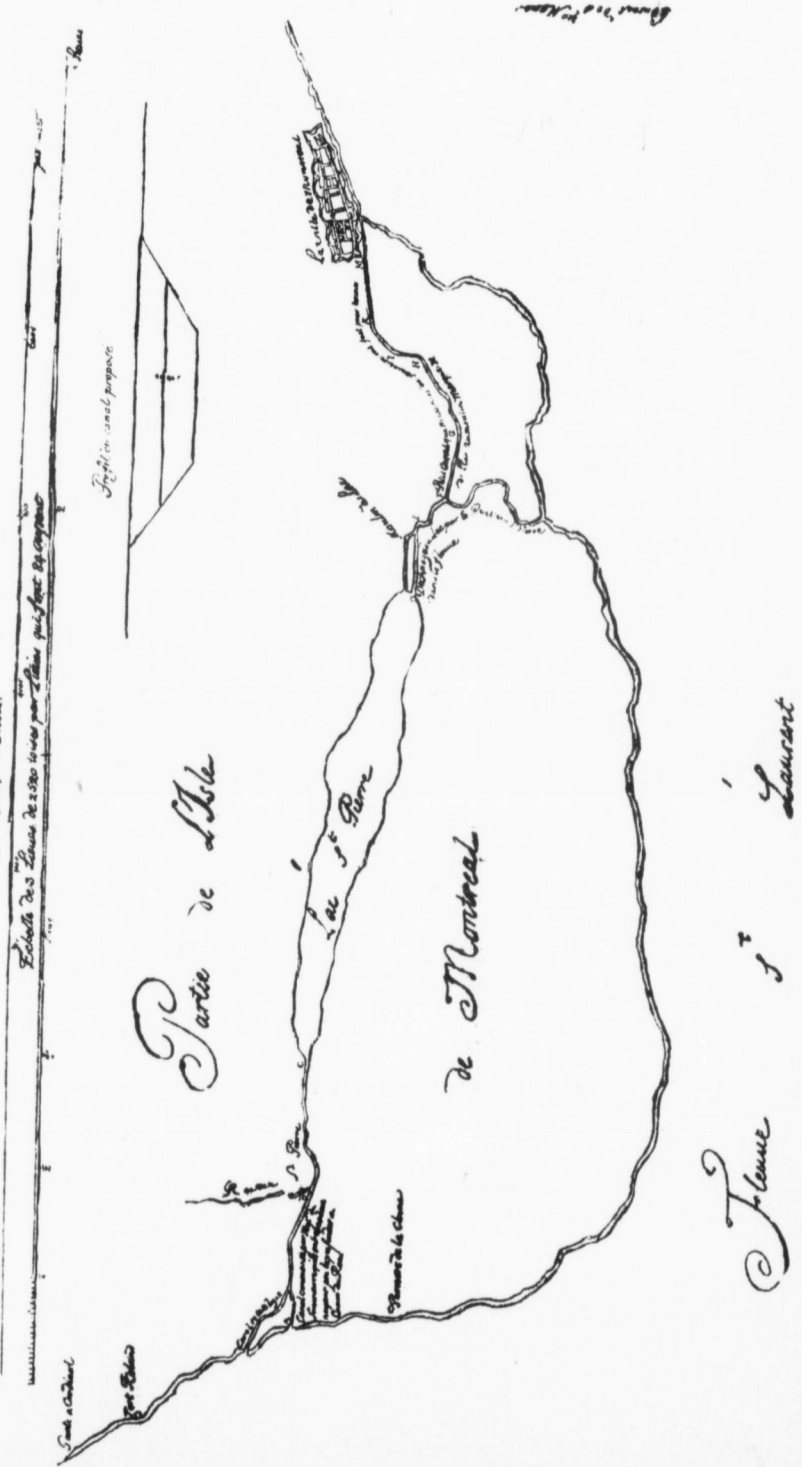
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another started a saw-mill and found he had too much dressed timber on hand, he begged for, and was sent, a ship ; fur companies prayed that hatters should be forced to use a certain quality of beaver in the manufacture of their hats, and the King commanded the hatters forthwith to comply. Thus in every way which he conceived possible the King endeavored to help, but only succeeded in enervating and emasculating his splendid colony.

Now, to return to local matters ; soon after the Postal Service. establishment of the public Exchange we find a regular postal service was formed between Quebec and Montreal (1721)—a monopoly, as a matter of course, and that for twenty years, but in this instance there is hardly room for complaint, seeing the monopolist was obliged to establish post-offices and carriers, and make the run with only one stoppage at Three Rivers.

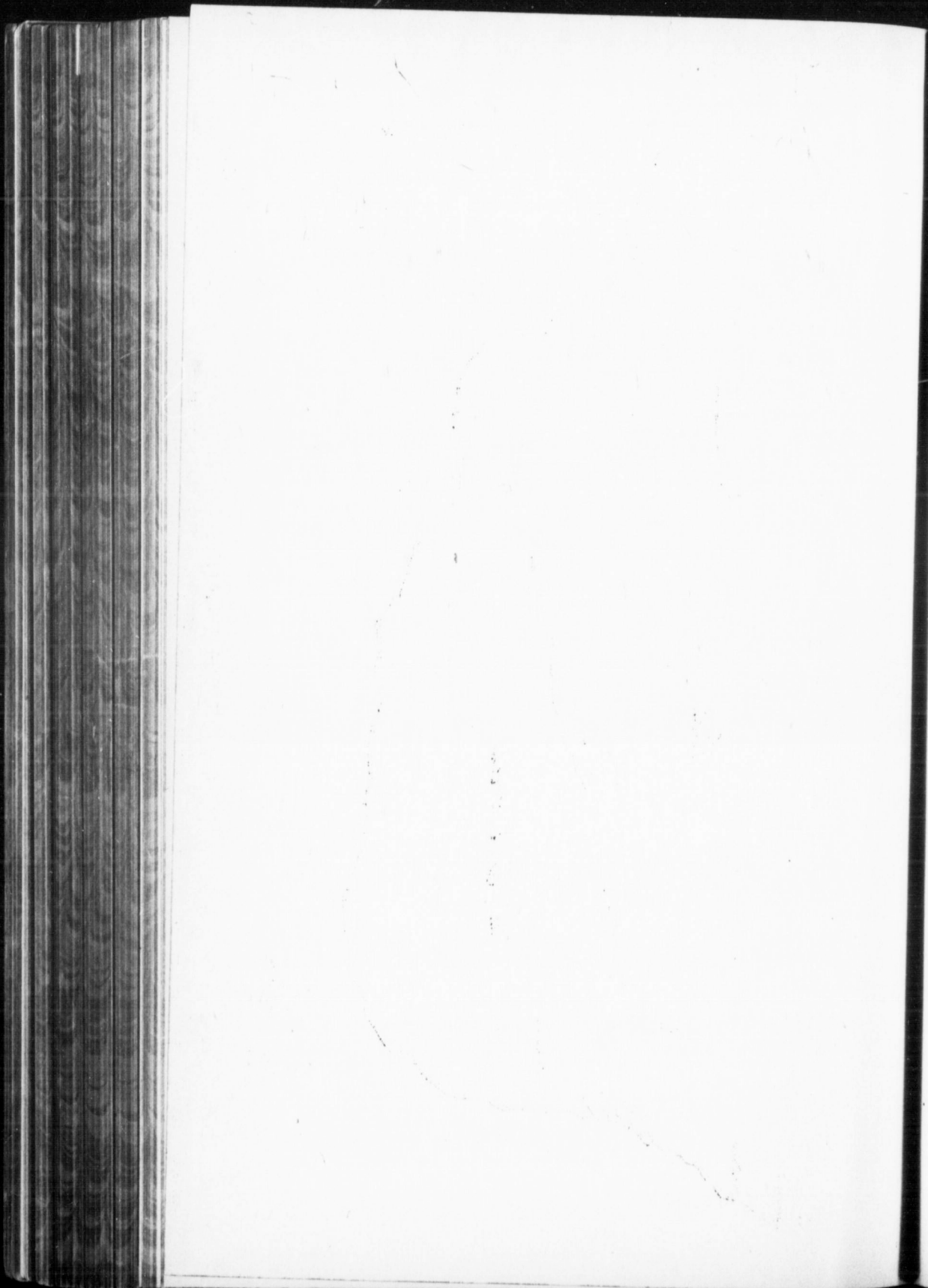
The population of Montreal had now increased New Fortifications. to about three thousand souls ; and, in order to accommodate the present and provide for future inhabitants, the defences of wood were about this time replaced by a stone wall, the eastern limit of which was just beyond our present Dalhousie Square, the tradition of which is still preserved in the popular name of "The Quebec Gate." The extent is well shown in the map of Mouillart Sanson, generally known as that of Catalogne, which is here reproduced, showing the proposed and partly finished fortifications, towards the cost of which the Gentlemen of St. Sulpice contributed one-third and the inhabitants the remainder, and these walls practically defined the town until their removal in 1803.

Carte d'une partie de l'Isle de Montreal depuis le port de St. Louis jusqu'au port de St. Pierre avec la ville de Montreal et le canal commandé par M. de Calalogne et le terrain qui doit être occupé par le canal proposé. A l'échelle de 1000 Toises.



THE PLAN OF CHAUSSEGROS DE LERY, SHEWING M. DE CALALOGNE'S SUCCESSFUL CUT THROUGH FROM THE LITTLE LAC ST. PIERRE TO THE

*For engraving see Vol. 10 of the
Gazette of the Province*



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overcome. About the end of the seventeenth century the then Governor conceived the brilliant idea of cutting a playing card in four pieces, stamping each quarter with a fleur-de-lys, and, by the addition of his signature, converting this scrap of the "devil's bible" into money, redeemable by bills of exchange, card for paper—which might or might not represent money. There was no difficulty in keeping this currency within the colony. It was repudiated over and over again, but new issues were constantly made and forced upon the people, backed by fallacious promises of redemption.

On top of this came the crimes of Bigot and Bigot et al. those leagued with him. No town or even post from Louisbourg to Michilimacinac escaped their industrious knavery; Montreal as well as Quebec had its "Friponne," and the most distant posts were not neglected. Their devices for robbing both King and people were unending. Cadet reported that the inhabitants were storing their grain, obtained an order forcing them to sell at a low figure, bought up the entire crop, caused a famine and then resold it to the King and the original owners at an enormous profit. But the story is too well known to go over the detail of their notorious career and final punishment.

The Seven Years' War found the resources of the A British Colony. country consumed by these wretches, and after a long and gallant struggle the Treaty of Paris definitely placed the colony under the flag of Great Britain (1763.)

Adventurers.

Following the train of the victorious troops came a flock of adventurers, who proved so grasping and troublesome that the Governor at one time threatened to pack them all back to England, but they were soon replaced by legitimate merchants, many of whose descendants still support the integrity of their names.

Revival of Trade.

During nearly the whole of the French regime the balance of trade had uniformly been against the colony, but with the change of Government came a healthier tone and matters at once improved. The increase in shipping is noticed later on; the fur trade in spite of rival companies rose to a flourishing condition until almost ruined by the folly of the contestants; in 1752 ten ships of forty to one hundred tons were built, in 1841 there were sixty-four aggregating 23,122 tons; in 1734 there were fifty-two saw mills east of the Ottawa, in 1827 there were five hundred and sixty-five; the lumber trade became a specialty and increased to an extent undreamt of under French rule; in 1741 export of wheat was practically unknown, in 1841 it had risen to over 2,000,000 bushels; the country was being rapidly opened up, and an era of peace and prosperity hitherto unknown was opening before the new colony.

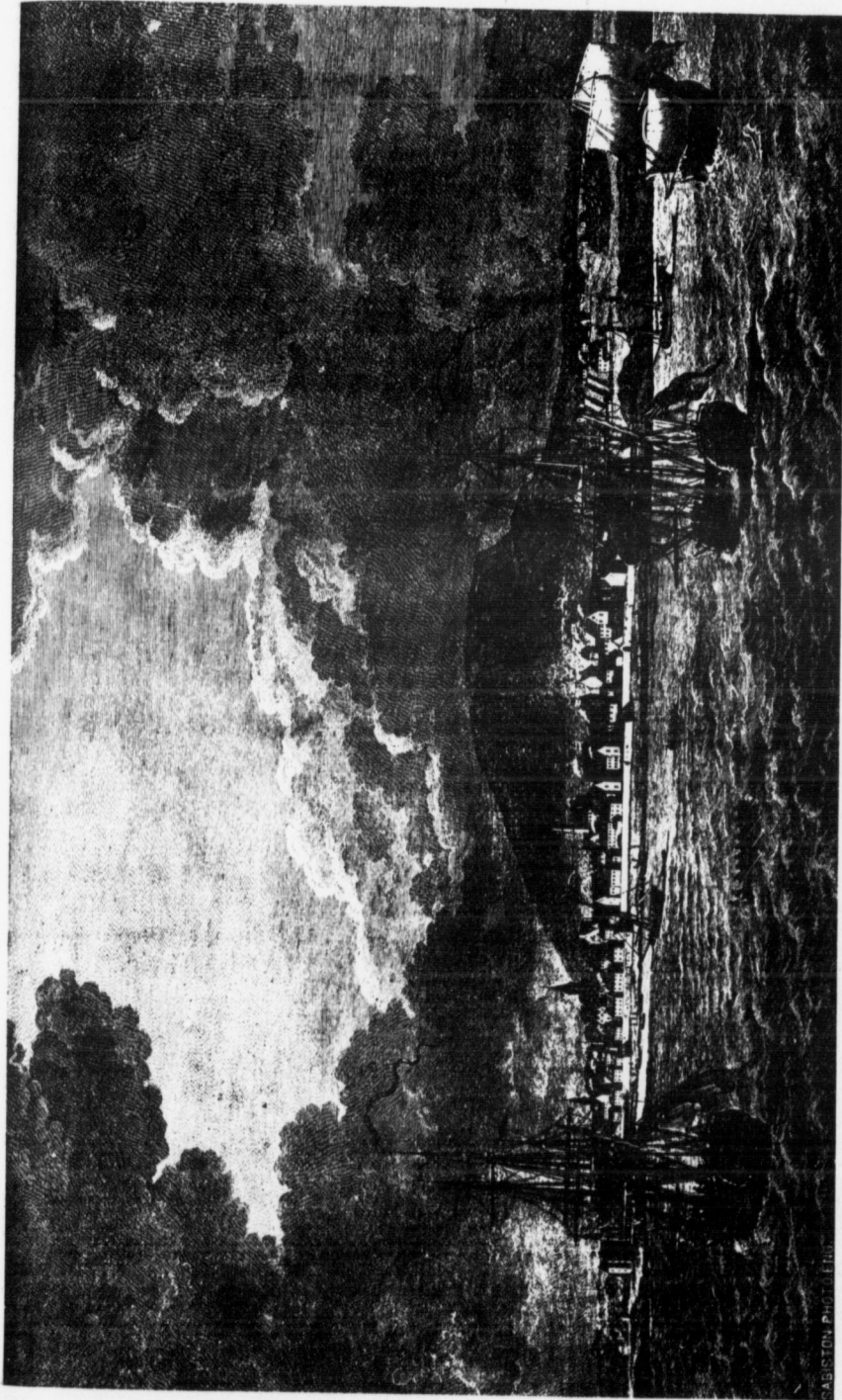
Currency.

The currency of Canada at this time was of puzzling intricacy; English guineas, Portuguese Joannes, moidores, Spanish doubloons, French, Louis d'Ors and pistoles formed the gold—and Spanish piastres, pistoreens, French crowns of various values and pieces of twenty-four and thirty-six sols Tournois and English coins—the silver, the values of which were finally established by law.

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MONTREAL IN 1760.

FROM A RARE PRINT DRAWN BY THOMAS PATTEN AND ENGRAVED BY P. CANOT.

(In the possession of I. P. Edwards, Esq.)

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The two sketches by Richard Dillon, the ultra-loyal host of Dillon's Coffee House which stood where the offices of the Liverpool and London and Globe Insurance Company now are, show the city as it was at the opening of the century. The Dillon Sketches 1800.

In the view from St. Helen's Island we remark the absence of any wharf accommodations and the slight nature of the fortifications which were in a very bad condition; the other sketch is from the grounds of "Beaver Hall," and although both are defective in perspective, they are exact as to the extent of the town and show how the walls kept the town confined within their narrow limits.

The map of Charland, which was expressly prepared for the Commissioners, is, perhaps, the only exact plan of the fortifications existing and is specially interesting as it shows the first beginnings of the town without the walls, to the east the Quebec Suburbs, to the north the St. Lawrence and the St. Louis Suburbs, and to the west the Recollet Suburbs; by the removal of the fortifications the town gained two handsome streets, McGill and St. James, and the expansion of the town, if slow, was immediate and continuous. Charland's Map 1803.

It will be noticed that there were five cemeteries within the narrow limits of the city at this date.

The new fur trade in the hands of the Northwest Company was centred in Montréal and the presence of the principal partners added greatly to the social element of the city. N. W. Company.

A new addition was made to the business population by a number of American merchants who The American Colony.

came in about the beginning of the century and settled in Montreal. They were almost uniformly successful in their ventures and their descendants to-day hold prominent positions in the community.

Inland Steam
Navigation.

John Molson arrived in Canada in 1782, and after successfully founding the brewing business which is still carried on by the family turned his attention to the novelty of steam navigation which had been proved a possibility on the Hudson, by Robert Fulton in 1807. Two years later, on the 3rd November, 1809, the second steamboat in America built at Montreal by Mr. Molson and named the "Accommodation," started on her maiden voyage to Quebec. The venture was entirely successful, the run being made in thirty-six hours. She measured eighty-five feet over all, had sixteen feet beam and an engine of six-horse power. The fare to Quebec was £2 10 0; for children under eleven, £1 5 0; for servant with birth (*sic*) £1 13 4; for servant without birth (*sic*) £1 5 0. Sixty pounds of luggage were allowed to passengers, and they were requested to purchase their tickets early in order to allow of sufficient provisions being laid in.

In the following year (1810) Mr. Molson applied for a monopoly for fifteen years, and in 1811 began the construction of the "Swiftsure" for the same service.

The following extract taken verbatim from the *Montreal Herald* of 8 May, 1813, will give a good idea of the time and incidents of the upward trip. On this occasion Sir George Prevost, his staff and servants were on board:—

"Journal of the steam boat from Quebec, Tuesday, May 4th, $\frac{1}{2}$ past 4 left Quebec— $\frac{1}{2}$ past 11 p.m.

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SABISTON PHOTO-ENG

MONTREAL IN 1800.
FROM AN UNFINISHED SKETCH BY RICHARD DILLON, TAKEN FROM THE GROUNDS OF "BEAVER HALL."

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came to Port Neuf. May 5th, $\frac{1}{2}$ past 5 p.m. (a.m. ?) got under weigh—at $\frac{1}{2}$ past 5 p.m. past Three Rivers—at 9 p.m. anchored opposite Rivière du Loup—May 6, at $\frac{1}{2}$ past 4 a.m. got under weigh and made sail—at 8 a.m. hove too off Wm. Henry. landed three passengers and sent the boat ashore for milk. At 9 a.m. made sail—at 4 p.m. arrived at Montreal. Remarks, past every vessel under sail.”

Inland navigation was long an accomplished fact before an attempt was made to cross the Atlantic and here Canada took the lead. On the 27th April, 1831, Lord and Lady Aylmer accompanied by their suit and a brilliant following, were present at Black's ship yard in Quebec to witness the launching of a vessel destined to open up a new departure in steam navigation. Amid the strains of the band of the 32nd Regiment, the "Halifax Steamboat" slid off the ways and was christened the "Royal William" by Lady Aylmer.

She was then towed to Montreal received her engines and on the 17 August, 1833, sailed from Quebec, was detained at Pictou and made the voyage to Gravesend in seventeen days; she was commanded by Captain McDougall, was 363 tons burthen and carried a crew of twenty-one, burned Nova Scotia coal and was the first vessel to make the entire voyage wholly under steam.

The following year she was purchased by the Spanish Government, re-named the "Ysabel Segunda," their first steam war vessel.

It is interesting to note the increase in the ship-^{Shipping.}ping trade since the English occupation; in 1764, sixty-seven vessels arrived at Quebec from sea

with a tonnage of about 5,500, in 1841, twelve hundred and twenty-one sailing vessels aggregating 425,118 tons, (and the report adds thirteen steamers, 5,057 tons, but they must have been engaged in the coasting trade as the first inward steamer from sea was the "Genova" on the 10th May, 1853.)

The Lachine Canal.

Ever since 1792 Montreal has been vainly endeavouring to obtain permission to open up the Lachine Canal, and after many delays and disappointments work was at length begun in 1821, and completed in 1825 at a cost of \$440,000; but it was inadequate for the wants of the trade as may be gathered from the following notice from the *Quebec Gazette* of the 3rd November, 1831:—

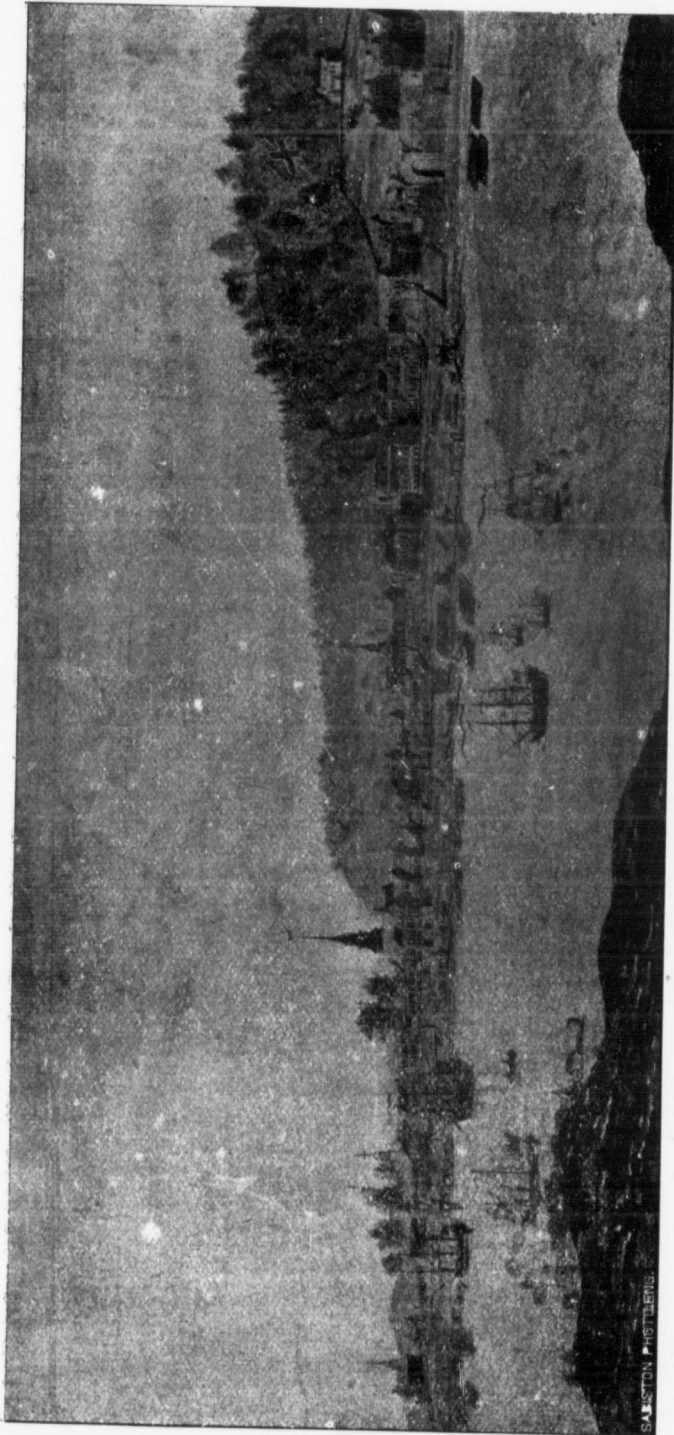
"Public Notice is hereby given that the Under-signed, and others, will apply to the Legislature of this Province at its ensuing session for the Privilege to form a Joint Stock Company for the purpose of making a Canal, Locks and Basins, in such places as they may find necessary for a useful Navigation from the Lake of the Two Mountains to the waters of Lachine, and from thence to the foot of the Current St. Mary, *with a branch to the Port of Montreal should they think fit*, of dimensions *not less* than will admit the Passage of such Vessels as can pass through the Locks of the Rideau Canal, and to acquire lands for Basins and water privileges as may be wanted by the said Company for the Navigation and the use of the waters thereof

HORATIO GATES,
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MONTREAL IN 1800.

FROM AN UNFINISHED SKETCH BY RICHARD DILLON, TAKEN FROM ST. HELEN'S ISLAND.
(In the possession of Wm. McLennan, Esq.)

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ANDREW WHITE, FRs. ANT. LA ROCQUE,
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 MONTREAL, 1 October, 1831."

The enlargement was not, however, undertaken until 1843.

In 1832 the city was incorporated, with Jacques Viger as its first Mayor, and in this year work was begun on the first line of docks which ornament our river front Incorporation of the City.

The success of the railway was only admitted in 1830 and 1831, certain Montrealers took steps to obtain a charter for a railway between Laprairie and St. Johns, the Champlain and St. Lawrence Railroad, was opened in 1836 and successfully worked by steam in the following year. First Railway.

And now let us glance at the city as it appeared fifty years ago; in the Place d'Armes the old Parish Church had disappeared and was replaced by the present structure, designed by Mr. O'Donnell, which although not complete according to the original design as regards the towers, has only since been changed in the interior as regards the decoration. Fifty Years Ago.

St. Paul Street was still the principal business centre and here the Hotel Dieu of Mlle Mance, originally founded in 1654, still stood, with its modest chapel and long line of buildings. Principal Buildings.

In St. Sulpice Street, then known as St. Joseph, and just in rear of the Parish Church was the Exchange and News Room, established in 1821 in the lower story of a building, erected in 1809 as a Wesleyan Methodist Chapel, where an abundant supply of home and foreign periodicals could always be found.

Above this the Montreal Mercantile Library Association, a society established a few years before by the mercantile clerks of the city, held their meetings.

The Custom House, our present "Inland Revenue," in St. Paul Street, had cost the Provincial Government £4,500.

Shipping.

The troublous years of 1837 and '38 had told on the commerce of the port; in 1833 one hundred and thirty-seven vessels had entered, registering 30,864 tons, while in 1838 there were only sixty-three, with 15,750 tons.

Hotels.

The principal hotels which then flourished were Rascó's, on the northern side of St. Paul Street, part of which still exists; this was the principal house in the town, well furnished and comfortable, with accommodation for one hundred and fifty guests. Then came the Exchange Hotel, in a court off the same side of St. Paul Street, near St. Peter; this had been established and kept by Americans since the beginning of the century, and could receive about seventy to eighty guests. The Ottawa Hotel, next the Upper Canada Stage Office, on the easterly side of McGill Street, with room for about forty guests, and there were two or three others of the same standing.

Banks.

The Bank of Montreal was founded in 1817 and began business in that year in a house rented from the Estate Robert Armour in St. Paul Street. In 1818 a lot at the corner of St. Francois Xavier and St. James Streets was purchased and a building erected which was long shown on the copper coinage issued by the Bank; the bas-reliefs decorating its facade are now preserved in the portico of the

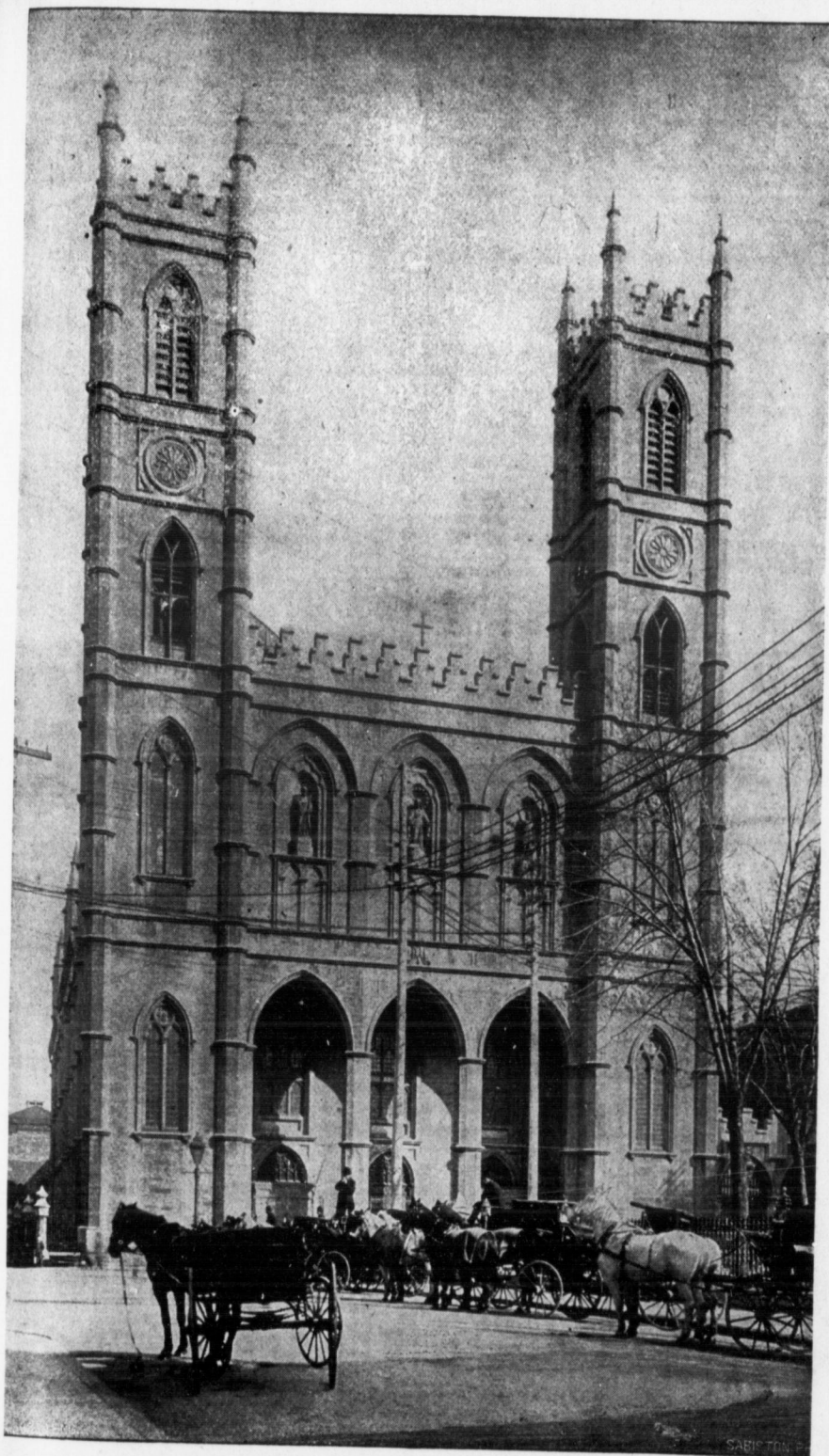


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Post Office which stands on the same site. In St. Paul Street, in the building now occupied by Messrs. Greene & Sons Co., was the City Bank, founded in 1833; in St. Francois Xavier Street was La Banque du Peuple, founded about two years later. In the year of the Rebellion, 1837, the Montreal Branch of the Bank of British North America was opened in St. James Street, and the following year the Bank of Upper Canada opened an agency in the same street.

Water works were begun in a tentative manner in 1801 by means of wooden pipes carrying the water from springs about the Mountain, but the experiment proved a failure and in 1816 the shareholders admitted that their money was lost and abandoned the enterprise. It was taken up by Mr. Thomas Porteous and a reservoir made on Citadel Hill, engines were built, four inch iron pipes laid and the water taken from the river. The height and capacity of the reservoir were, however, insufficient, and new cisterns were erected in the upper flat of the Company's buildings in Notre Dame Street, new engines were also erected on the river side, just below the Quebec Gate Barracks, which were utilized to work a grist mill as well as to supply the City Baths established in a manner highly creditable to the interest of the citizens in that quality which stands next to godliness. The death of Mr. Porteous combined with these heavy expenditures brought the Company into difficulties, and in 1832 it passed into other hands. The supply was now more than three times that required for the city and the total cost of the works from their inception was estimated at about £70,000. The inhabitants

were not obliged to take water and the Company had several taps throughout the city where water was sold; the Company was moreover obliged to furnish several hydrants for use in case of fire.

Gas. Gas works were started in 1836 at "the Cross," but the introduction was slow and for many years the city was only partially lighted.

Fire Brigade. The fire brigade was a volunteer service, some of whose members are still alive.

Churches. The churches were quite as numerous in proportion to the population as they are to-day; of the seven churches and chapels used by Roman Catholics, the Recollect Church, the chapel of Les Soeurs Grises and that of the Hôtel Dieu have disappeared; of the eleven Protestant Churches but one, "St. Gabriel's," still remains, and that was closed for public worship on the last Sunday of September, 1886.

Theatre. For amusements there was the Theatre Royal, built by John Molson on St. Paul Street, near the present Bonsecours Market, and beside it stood the Masonic Hall and Hotel, destroyed by fire in 1833, just as it was filling for an entertainment; the Raquet Court was at the corner of St. Peter and Craig Streets, and for balls, Rasco's Hotel, and sometimes the Oddfellows Hall, were used.

Police. A police force of one hundred and two privates, four mounted patrols, six serjeants and six corporals under the command of four officers and a superintendent was founded in 1838, and the expense, about £6000 per annum, was borne by the Civil Home Government. The jurisdiction of the police extended from Ile Perrot to Repentigny and over Laprairie, Longueuil, Boucherville, Var-







MONTREAL IN 1835.
FROM AN ORIGINAL PENCIL SKETCH BY MISS JESSIE SELBY, TAKEN FROM CÔTE DES NEIGES HILL.
(In the possession of Wm. McLennan, Esq.)

CANISTON PHOTO. ENG.

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rennes, Lachine, St. Vincent de Paul and St. Martin, but this was one of Lord Durham's reforms, and just about fifty years ago it was replaced by an attempt at a City Police.

Literature did not flourish in the young colony, ^{Learning.} the Royal Institution for the Advancement of Learning was not in a very efficient condition for its work of higher education, but there were several good private schools.

In 1822 the Scribbler was published, a magazine ^{Magazines.} which touched largely on social topics and existed for at least six years; then in 1823 The Canadian Magazine, a monthly, was started, but only lived for a couple of years. The Canadian Review next appeared in 1824, but after two years struggle exhausted its resources. The Literary Garland it was hoped would in turn meet public success; it enjoyed a certain popularity for a time, but eventually went the way of its predecessors and was forgotten.

There were four morning papers in English; ^{Newspapers.} of these the "Herald," a strong Tory organ, appeared daily from the first of May until the first of November. The "Gazette," regarded as the Government mouth-piece, appeared three times a week, as did the "Transcript" and the "Morning Courier," and in French there was "La Minerve" and "L'Ami du Peuple."

This is simply an attempt to sketch an outline of the material progress of our city through its first two hundred years.

There are numberless pictures of historic interest which might have been reproduced; there

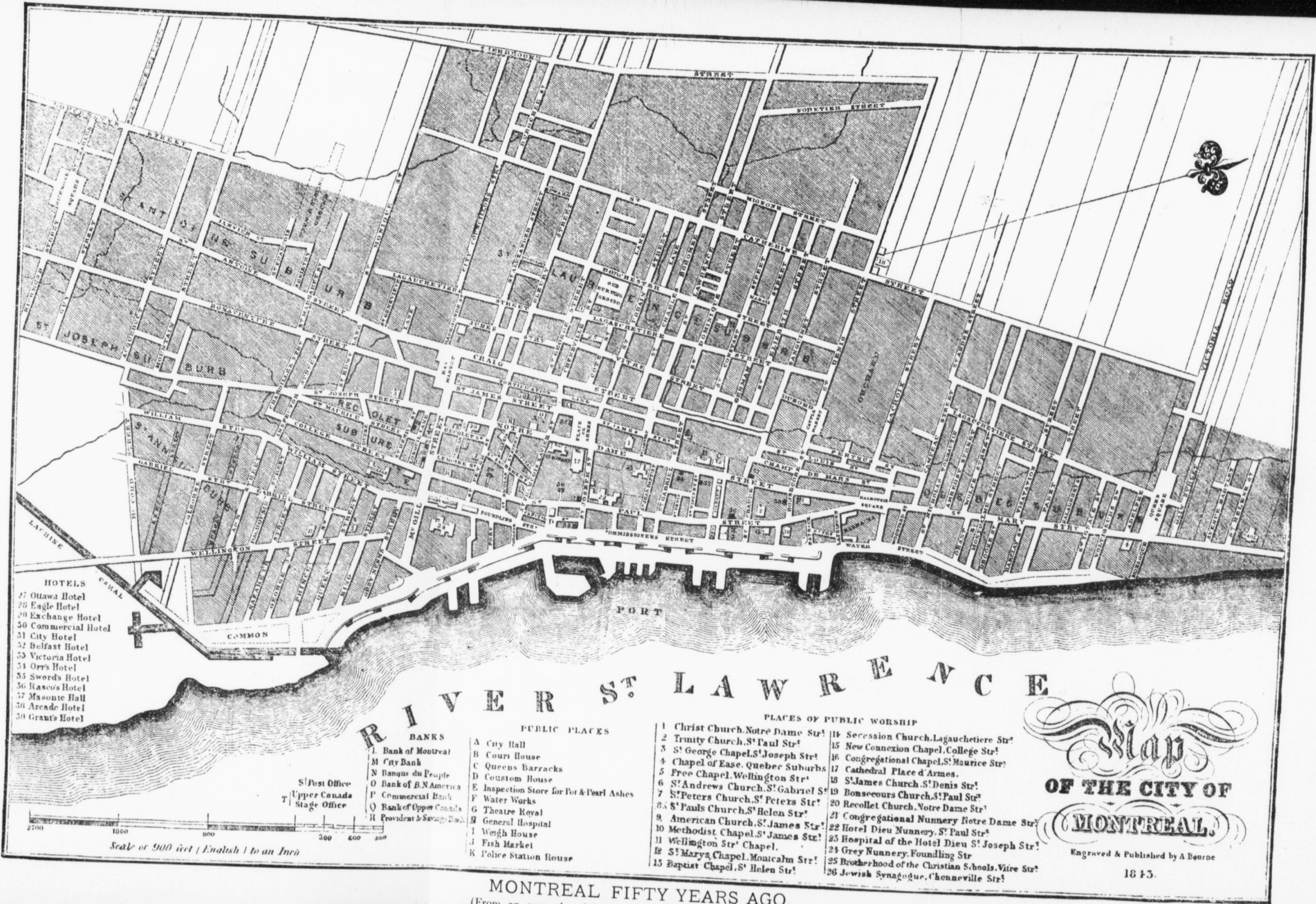
are many statistics which might have been tabulated ; but, suffice it to say, that of the little band of Colonists of 1642 who entered on their work in all faith, some of them lived to see it give fair promise, their descendants laboured for its growth and many of them see the result to-day. It struggled against jealous rivalry, poverty, plague and corruption, twice was forced to admit conquerors within its feeble walls and yet so flourished that within one hundred and fifty years from its birth it contained nine thousand souls, and fifty years later, in 1842, the number was swelled to over fifty thousand. So that the citizen of that day looking over the scene of their struggles and conquests might without stretch of faith assuredly believe that "the grain of mustard seed" of Father Vimont's Sermon has not only taken root, but might ere long be ranked among the mighty trees.

WILLIAM McLENNAN.



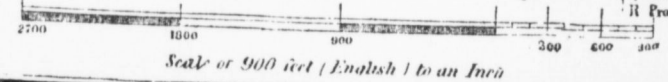
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- HOTELS**
- 27 Ottawa Hotel
 - 28 Eagle Hotel
 - 29 Exchange Hotel
 - 30 Commercial Hotel
 - 31 City Hotel
 - 32 Belfast Hotel
 - 33 Victoria Hotel
 - 34 Orr's Hotel
 - 35 Swords Hotel
 - 36 Rasco's Hotel
 - 37 Masson's Hall
 - 38 Arcade Hotel
 - 39 Grant's Hotel

S Post Office
 T Upper Canada Stage Office



- BANKS**
- 1 Bank of Montreal
 - M City Bank
 - N Banque du Peuple
 - O Bank of B.N.America
 - P Commercial Bank
 - Q Bank of Upper Canada
 - R Provident & Savings Bank
- PUBLIC PLACES**
- A City Hall
 - B Court House
 - C Quebec Barracks
 - D Custom House
 - E Inspection Store for Pot & Pearl Ashes
 - F Water Works
 - G Theatre Royal
 - H General Hospital
 - I Weigh House
 - J Fish Market
 - K Police Station House

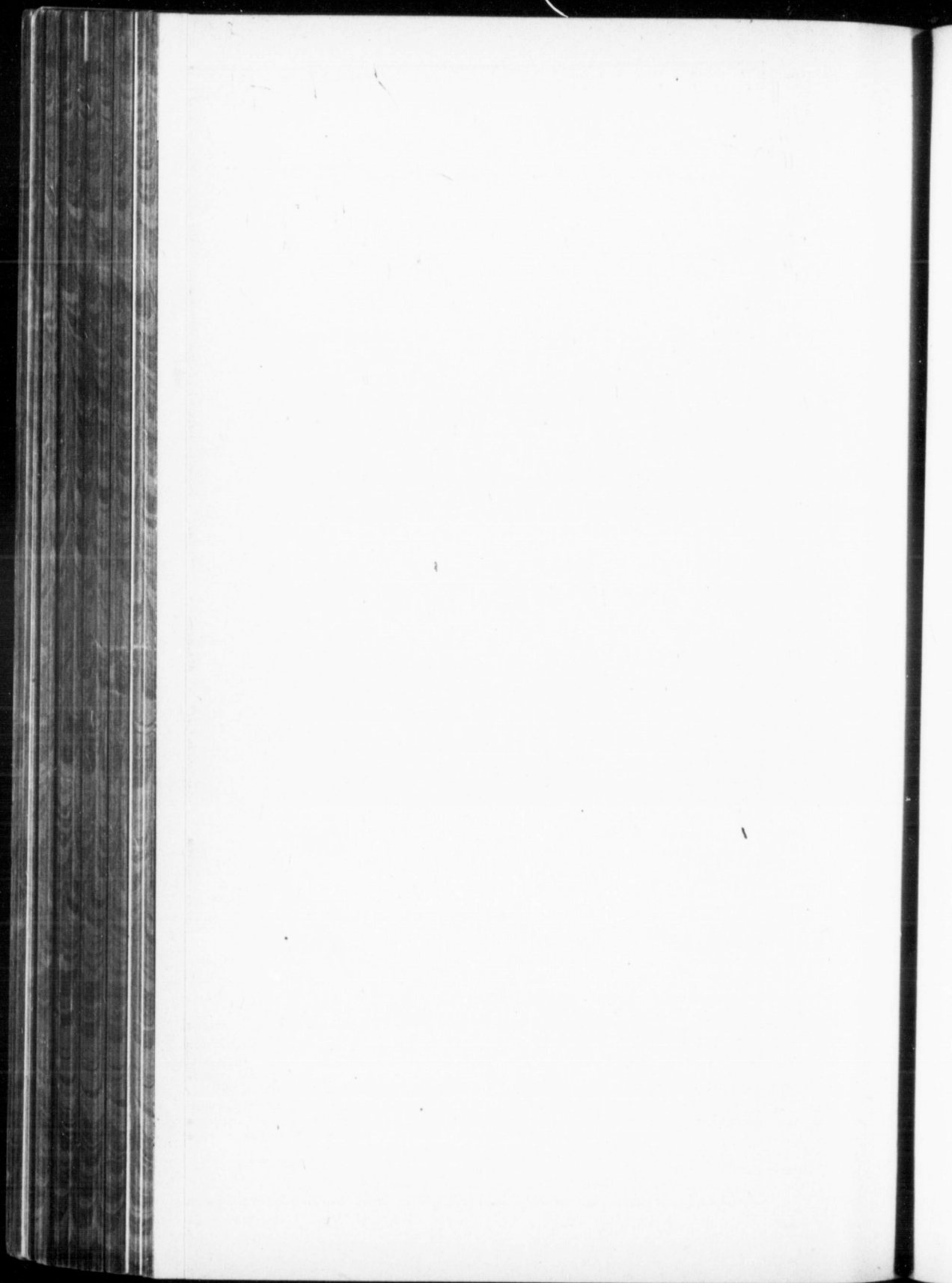
- PLACES OF PUBLIC WORSHIP**
- 1 Christ Church, Notre Dame Str!
 - 2 Trinity Church, S' Paul Str!
 - 3 S' George Chapel, S' Joseph Str!
 - 4 Chapel of Ease, Quebec Suburbs
 - 5 Free Chapel, Wellington Str!
 - 6 S' Andrews Church, S' Gabriel Str!
 - 7 S' Peters Church, S' Peters Str!
 - 8 S' Pauls Church, S' Helen Str!
 - 9 American Church, S' James Str!
 - 10 Methodist Chapel, S' James Str!
 - 11 Wellington Str! Chapel.
 - 12 S' Marys Chapel, Montcalm Str!
 - 13 Baptist Chapel, S' Helen Str!
 - 14 Secession Church, Lagachetiere Str!
 - 15 New Connexion Chapel, College Str!
 - 16 Congregational Chapel, S' Maurice Str!
 - 17 Cathedral Place d'Armes.
 - 18 S' James Church, S' Denis Str!
 - 19 Bonsecours Church, S' Paul Str!
 - 20 Recollet Church, Notre Dame Str!
 - 21 Congregational Nunnery, Notre Dame Str!
 - 22 Hotel Dieu Nunnery, S' Paul Str!
 - 23 Hospital of the Hotel Dieu, S' Joseph Str!
 - 24 Grey Nunnery, Foundling Str!
 - 25 Brotherhood of the Christian Schools, Vitre Str!
 - 26 Jewish Synagogue, Chenneville Str!

Map
OF THE CITY OF
MONTREAL

Engraved & Published by A. Bourne

1843.

MONTREAL FIFTY YEARS AGO.
 (From an engraving in the possession of F. S. Lyman, Esq.)



MONTREAL, 1842-92.

THE PASSING OF THE OLD ORDER—1842-1850.

No one saw it at the time, no one could have fore-
seen it, that the "old order" was fast hastening Incorporation
of the Board of
Trade.
to a close, when in 1841, a number of the mer-
chants of Montreal procured a bill from the first
legislature of United Canada, then sitting at
Kingston, to incorporate the "Montreal Board of
Trade." In those days all important bills were
"reserved," and it was not until March 19th, 1842,
that the royal assent was signified by proclama-
tion, and the present flourishing corporation came
into existence. Its birth marks the commence-
ment of the movement towards the union of the
British colonies in North America which remained
loyal to the crown of England—a dominion now
stretching from the Atlantic to the shores of the
Pacific ocean in the west. It was not until the
following year that, in that far off land, the founda-
tions of a city were laid, named after our present
most gracious sovereign; and now, where ex-
tended in 1842—

"The continuous woods
Where rolls the Oregon and hears no sound
Save his own dashings,"

she may stand among her own subjects and
look beyond the limits of the West to her flag
flying over lands where the East is new born.

Nor need her footsteps ever pass over foreign soil ; for, by the commercial skill and daring of men whose faces are known and whose accents are familiar in the Montreal Board of Trade, and by the political foresight of men, most of whom are still living, a continuous band of steel has, despite of enemies without and within, bound together the inter-oceanic Empire, and the most direct western path to the farthest east lies broad and open through the fair city of Montreal.

Trade in 1842.

Business was prosperous in 1842. All trade had to follow the waterways and all the water of the west flows past Montreal. The area of wheat production had moved westward to the Genessee valley in New York and to Upper Canada, which was then advancing rapidly, as the new Northwest is now, and here at the head of ocean navigation, the exchange of its products for imported goods was made. The merchants of Quebec concentrated their efforts upon the timber trade, and the rafts floated down to them ; but the enterprise of Montreal merchants even then controlled the import trade, for the fastest ships were secured for Montreal ; stocks of goods were opened out earlier there and it was nearer the centre of consumption. Then also there was a brisk trade up the Champlain valley to Burlington and Whitehall over the railway—the only railway in Canada—that from Laprairie to St. John's. This trade centred at Montreal. The railroad, it is true, shut down in the winter, for there was no advantage in connecting the ice of the Richelieu with the ice of the St. Lawrence ; but no one then thought of doing any serious business in winter, and, anyway, loaded

teams might as well continue on fifteen miles further on the winter roads. The people of Montreal with all their overflowing energy had abundant leisure then for amusement and reflection.

The imperial idea still held sway in England. ^{The Imperial Idea.} For a few years longer it was thought good policy to bind by material bonds of preferential trade those who were united by the bonds of one allegiance. Lord Stanley, the colonial secretary in Sir Robt. Peel's cabinet (of which also Mr. Gladstone was a member) in 1843, brought in the "Canada Corn Act." This measure, while it cheapened corn in England, wonderfully stimulated business in Canada, for it lowered the duty on Canadian wheat and flour to one shilling a quarter upon the condition that Canada should impose a duty of three shillings upon United States wheat. The duty upon Canadian wheat and flour was thus only nominal and, as the aggregate duty of four shillings by way of Canada was much lower than that upon direct imports from the United States the wheat of the whole Lake Ontario basin, intended for export to England, was ground into flour in Canada and exported from Montreal, for Lord Stanley maintained that flour ground in Canada was "a manufacture of Canada," and would not inquire into its origin. All the disposable capital of Montreal was thus drawn to Western Canada and locked up in mills and mill sites, and business of all kinds expanded rapidly during the three following years of promise and plenty.

Still, however, Montreal retained its mediæval ^{The Town.} aspect. Few vestiges are now left of the old town, but many existed then. A visit to St. Vincent

Street and to St. Amable Lane will give an idea of the narrow streets and sombre appearance of our present bright city. The streets were crowded, for it did not require much trade to crowd them, and the merchants lived over their warehouses and their clerks oft-times lived with them. The few residences above St. Catherine Street were like manor houses among the fields which stretched down to Dorchester Street. The old town was solidly packed, and it was only on the new streets like St. James Street, Craig Street and McGill Street, that there were many gaps. If the city seemed sombre the people were gay and sociable. There was, besides the western trade, an important retail trade, and the city was enlivened for many years after by a large garrison of English troops, whose presence kept the town in touch with English thought and manners and fashions. Their bugle calls for the "assembly" and other routine duties of a soldier's life are now replaced by steam whistles which summon or dismiss an army of thronging work people. The relations between the garrison and the city were always friendly, and the parade at 11 a.m., or the trooping of the colours, attracted many citizens to the Champ-de-Mars, then the centre of the town, while the brilliant uniforms of the officers enlivened the ball rooms and the evening parties.

The Merchant
Fifty Years
Ago.

The life of a Montreal merchant fifty years ago alternated between excess of leisure and excess of labour. It did not take long to balance the books after the approach of winter had driven the last ship to sea and laid up all the steamboats and barges. Then the office hours were shortened, and the clerks had little to do but amuse themselves, and

the heads of the great firms came down to business for a little while each day. As a rule the principals were dignified and serious persons, reverently consulted by the seniors and tolerating no familiarities from the junior clerks. The commercial traveller had not been revealed. His methods of business would have frozen the merchant of those days with astonishment. After the New Year's festivities were over, the chief houses would send a confidential clerk or junior partner up to the West to see how the customers were doing or to arrange any specially intricate matters of account; but not to carry samples—for they had to drive all the way by sleigh or stage, and anyway it would have been beneath the dignity of an important house had it been possible. In the meantime, pending the advent of spring, there was abundance of leisure in Montreal for out-door amusements, social enjoyment or serious reading.

As the days grew longer the snow, shot from The Seasons. the roofs of houses or thrown up from the sidewalks, piled up in the centre of the narrow streets, and, in the bright sun of March and April, rivers of melting snow poured down the hills or made little lakes upon the levels. Speculation then became keen as to when the ice would move, and the citizens, day by day, went down to the river to watch for the wished for "shove" which would open up once more the outer world. Suddenly, at some unlooked for hour, the mighty river would wake up and throw off its icy covering, piling up great blocks upon the wharves and sometimes against the houses and sweeping away to the ocean the debris of the winter roads. Then

the river craft, the steamboats, and barges, and tugs, came out from their hiding places, and speculation became keener as to which would be the first ship in, whether the "Albion" or the "Caledonia" or "St. Lawrence," or some other fast ship with a skilful captain who understood the way to get through the ice in the Gulf. From 1840 to 1850 the "Great Britain" was six times the first ship in, and happy was the merchant who secured his supplies by her; for the merchants from Upper Canada were arriving to select their stocks and the independent ones among them would purchase from the first stock laid out. Soon the ships thronged the limited wharf space and lay two or three deep along the wharves, their gangways thrust out in every gap, and the packages were turned out to waiting carters on the lookout for the marks of the firm which employed them. Quickly the town sprang to a life more intense as the quiet of winter had been restful.

Business.

Business had not then been divided up. It was in the hands of comparatively few houses. There were large dry goods houses and drug houses and hardware houses; but large firms like Gillespie, Moffatt & Co., had a grocery department, a dry goods department, a hardware department, and a shipping department for the purchase and export of produce. The new methods were beginning to displace that system and the older houses were soon to be compelled to choose which department they would confine their attention to. The pressure in the spring and fall to get off the goods to the west was intense, and the junior clerks made up for their winter's enjoyment by working

nearly all night and often, quietly, on Sunday, for the work had to be done and the heads of the firm would ask no questions on Monday. These were the days of the great forwarding firms such as Hooker, Holton & Co., Macpherson, Crane & Co., H. Jones & Co., whose warehouses were on the canal basin and who owned the river craft which swarmed there. The old Lachine Canals. barge canal had been open since 1825; the Welland canal since 1833, the Rideau since 1832. The St. Lawrence system was completed during this period—the Cornwall canal in 1842, the Beauharnois in 1845, the Williamsburgh canals in 1847, the Chambly canal in 1843 and the enlarged Lachine canal in 1848. The Legislature, in 1841, made an appropriation for deepening the channel in Lake St. Peter, and in 1844 the seat of government was transferred to Montreal and the work was begun, but was suspended in 1846 and abandoned the following year. The whole magnificent system of water communication was fully opened up in this decade, and it was well it was so, for troubles were in store for Montreal undreamed of until 1846, and the railway age would soon commence to threaten. The period of the forties opened with hope, but ended with disaster which would have crushed a community less resolute and a city less favoured by nature.

Just here, and only here, it will be necessary to Years of Promise. refer to political matters; for Montreal in the “forties” was absorbed in politics to a degree now inconceivable. In 1841 Sir Robert Peel became premier of a government put into power for the object of continuing a policy of protection, and the plan before alluded to met the outcry for

cheap corn in England by drawing through the Canadian canals, just completed, the export of the whole St. Lawrence basin, while yet the theory of protection remained unaffected. It seemed in those days as if the colonies were a real extension of Britain. The merchants of Montreal saw the illimitable promise of the West and, although the canal system was scarcely finished, began to meditate new schemes for developing this promising trade. Lord Ashburton's treaty in 1842 closed the hope of a winter outlet on British territory, but in 1844, at a meeting held in the basement of the Congregational Church (now a factory), at the east end of the Champ-de-Mars, the project of the St. Lawrence and Atlantic railway was started. The meeting was small, but some of those leading minds who, from time to time, have guided the destinies of Montreal, were present, and the lecture delivered in that gloomy little room by Judge Preble, of Portland, bore fruit in a matured plan for a railway to that city. By the exertions of a small group of men, among whom were the Hon. George Moffatt, Sir Alex. Galt, the Hon. A. N. Morin and the Hon. John Young, this road was opened in 1848 from Longueuil to St. Hyacinthe, and it was afterwards pressed on until it was absorbed into the Grand Trunk system. The enlargement of the Lachine canal was not fully completed until 1849. It was until then only a barge canal, but the railway to Lachine was opened in 1847, and in 1846 a railway was projected to Kingston, so that by means of the deepening of Lake St. Peter, and these railways to Kingston and Portland taken in connection with the great system

St. Lawrence &
Atlantic
Railway.

The Lachine
Canal

of water communication, the people of Montreal were hoping to supply the British market with grain in winter as well as in summer. Mr. Ira Gould settled here about that time and leased the first water power conceded on the new canal for his flouring mill, which is an important one even yet. It was indeed a time of hope—hope to be realised eventually ; but who could have then foreseen the struggles which would first have to be gone through.

No doubt the trade of England was hampered Free Trade. with restrictions—no doubt the tariff was as full of absurdities as the present tariff of the United States—but looking back through the events of the past fifty years, one may well question whether it was wise all of a sudden in 1846 to contradict every principle of trade and axiom of politics maintained during the rapid growth of the Empire's greatness. With headlong precipitation the work of the statesmen of previous generations was undone. To simplify the tariff and to reduce the duties on raw materials were changes incidental to the varying currents of commerce ; but deliberately to adopt the principle that no preferential trade should exist within the Empire was to submit questions of the higher politics to the sway of maxims of the lower order of trade economics. These theories put forth so confidently in 1846 have made no converts among the nations in the course of fifty years, a fact which tells against their universal applicability. If in 1846 there had existed in England any special commercial distress there would have been more reason for such a revolution ; but trade was good, although there had been a series of bad years up

to 1842. In 1842 trade revived, and from 1843 to 1845 were prosperous years. For the first time in the century consols rose above par—to 101 $\frac{1}{4}$; the budget of 1844 showed a surplus of £2,700,000, and in 1846 the export trade had increased by £10,000,000. The famine in Ireland would have compelled a temporary remission of duties on foreign corn, but not necessarily the abandonment of the idea of the unity of the Empire.

Sir Robert
Peel's Bill.

In 1846 Sir Robert Peel changed his views, and by the aid of his political opponents, passed the bill which brought ruin to Canada. Lord Elgin, in writing to a friend shortly after, said "Peel's bill of 1846 drives the whole of the produce down the New York channels of communication, destroying the revenue which Canada expected to derive from canal dues, and ruining at once mill-owners, forwarders and merchants. The consequence is that private property is unsaleable in Canada, and not a shilling can be raised on the credit of the province." The bright prospects which were opening out for Montreal were succeeded by bitter disappointment and general disaster. In 1847 came the Irish exodus, and multitudes of destitute and fever stricken immigrants were poured upon our shores. The quays were crowded, not with busy commercial life, but with the poor, and sick and dying, who, unassisted by the government of England, were thrown upon the charity of the colonists. The people of Montreal were not wanting in their efforts to alleviate this flood of misery. Many of the citizens, clergy and laity, the mayor, Mr. John E. Mills among them, died from the fever contracted in their charitable

Ship Fever.

labours. There was not room in the cemeteries to bury those fever-stricken victims, and a huge boulder, raised on a pedestal of masonry near the approach to the Victoria bridge, marks the spot where over 6,000 Irish immigrants were buried in that fatal year. Business in 1848 was, if possible, more depressed, and in 1849 political party ^{Depression and discord.} strife distracted the city, during which the parliament building was burned by rioters, and as a consequence the seat of government was shortly after removed. The Board of Trade, smarting under what they felt to be unjust and undeserved treatment, angrily demanded the repeal of the navigation laws, and in 1849 the trade of the St. Lawrence was opened to foreign ships, the last imperial customs officers were withdrawn shortly after, and the "old order" passed away gloomily, with exasperation, bitter feeling, and ruinous losses.

It is not wantonly that these ancient griefs ^{Lord Elgin's views.} have been renewed; their very memory has almost passed away and their bitterness has long been forgotten, but it is necessary to recall them to explain how and whence the imperial idea received its first blow, and how it happened that, in a flush of momentary resentment, a number of leading citizens of Montreal signed what is called the annexation manifesto of 1849. Lord Elgin, then Governor General, truly expressed the feelings of the Canadians when he wrote, "What makes it more serious is that all the property of which Canada is thus robbed is transplanted to the other side of the lines, as if to make Canadians feel more bitterly how much kinder Eng-

“land is to the children who desert her than to those who remain faithful.”

1850 to 1860 —THE NEW MONTREAL.

Character of
Citizens of
Montreal.

Montreal is not indebted for her present prosperity solely to the unique advantages of her geographical position ; she owes it as much to the character and courage of her citizens. As, in the changes of the last fifty years, new emergencies arose, men were always found who were able to adapt the business methods of the city to meet the new demands—men who were able leaders, born merchants, true captains of industry and commerce. It would be invidious to single out any among the living—there are many now, members of the Board of Trade, who are worthy of their predecessors, and who are writing their names indelibly in the annals of their city. Montreal has always been “justified of her children ;” but the story of the last fifty years cannot be told without mention of two men, the Honourable John Young and Sir Hugh Allan, both of them remarkable for foresight, boldness, resoluteness and ability. The ability of the latter was of a more practical and successful kind, but the former during the period under review was at the full height of his activity. It had been occasionally mooted in letters to newspapers, but no one seriously advocated bridging the St. Lawrence until John Young urged it in the “Economist in 1846 ;” and he was the moving spirit urging on the surveys made by Mr. Gay in 1846, Mr. Morton in 1847, Mr. Gzowski in 1849, and Mr. Keefer in 1851. He was Harbour Commissioner in 1849, member for

Montreal in the legislature in 1850, and in 1851 he was Minister of Public Works. It has been stated previously that the work of deepening Lake St. Peter had been abandoned. Mr. Young had always warmly advocated following the natural channel of the river and now was the opportunity to press his views; which he did with characteristic vigour, warmly seconded by the Board of Trade. The depth of the ship channel to Quebec was then only 11 feet; and all the trade of Montreal was carried on by vessels of 400 tons or less. In the year 1850 the work was assigned to the Harbour Commissioners; it was commenced in 1851, and before the close of the season the channel was deepened to 13 feet, at the cost, not of the general revenue of the country, but of the trade of the port.

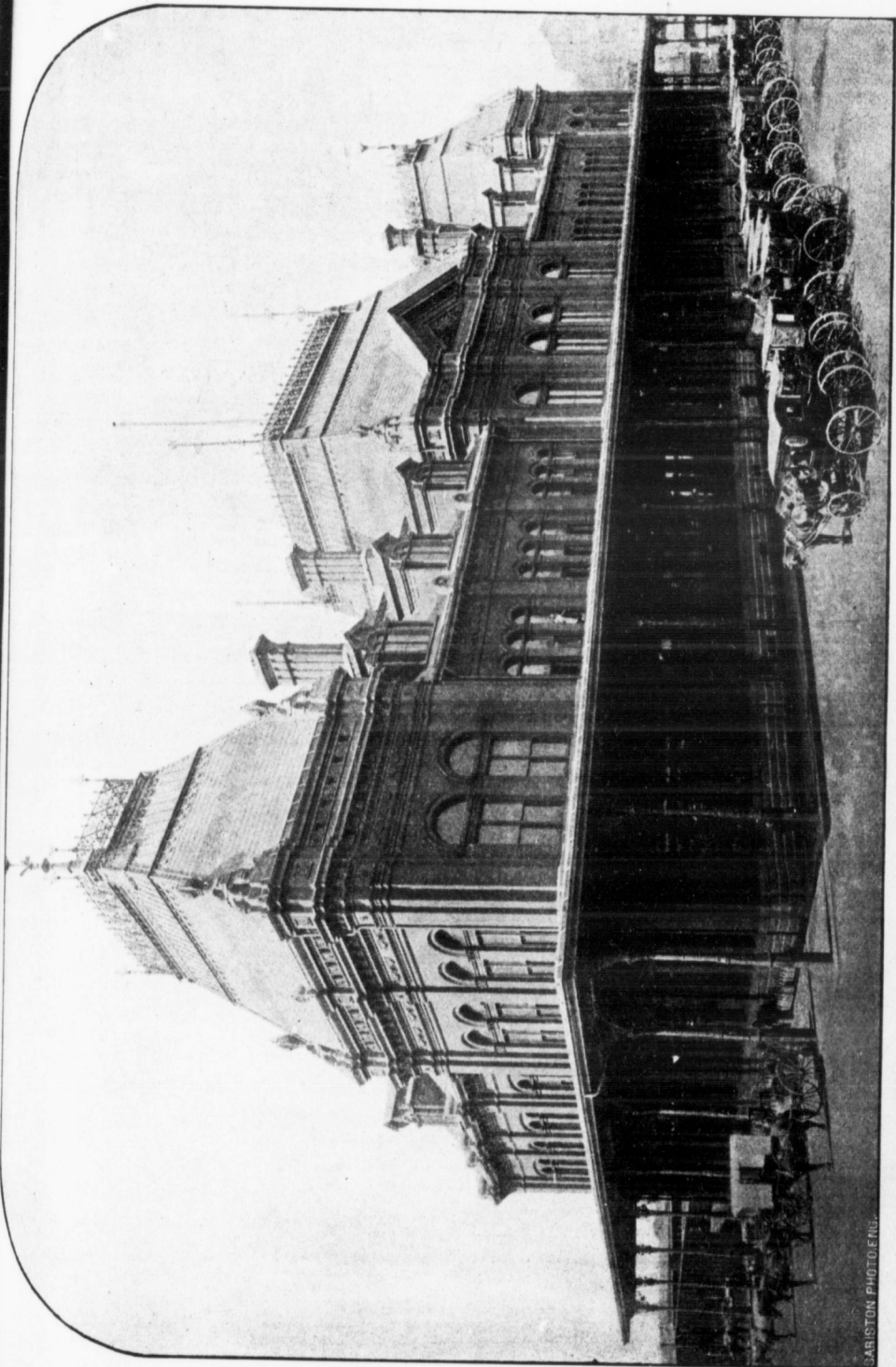
Montreal had not in 1850 fully recovered its ^{Depression of} _{Trade.} lost ground. The imports were one million of dollars less than in 1842, and the exports only slightly exceeded that year in value. Business had not been good anywhere since 1846 and, so far, free trade had not been of much service to England. A disastrous revulsion occurred there in 1847, and the revolutionary outbreaks of 1848 throughout Europe were followed by a period of deep depression. Relief was near; but it was not from theories of trade it came, nor from the abandonment of the traditions of the Empire. It came from the accidental discovery of gold in California in 1849, and in Australia in 1851. Immediately, ^{Revival.} business revived everywhere; under protection, in the United States and France, and under free trade in England, but England had the start in ships and factories, and the gold countries were

English-speaking countries into which the surplus and stagnating population and products of England poured. Trade in Montreal soon felt the tide; but 1850 was a dark year. Political animosities were still virulent and great fires swept off large portions of St. Ann's, St. Lawrence and St. Mary's suburbs; but the people had recovered their faith in their city and were adapting themselves to the new conditions. In 1850, for the first time, foreign vessels came up to Montreal to take in cargo, and, although they still had to clear from Quebec, this marked a new departure in our trade. In 1851, a census year, prosperity set in under the new order, and from that year modern Montreal may date its birth. A reference to the tables will show the imports increased one-third, the exports one-fourth, the ocean tonnage one-fourth, the inland tonnage nearly one-half. In 1850 commences the series of trade and navigation reports. The census of 1851 shows the population of the city as 57,715, and the revenue of the city \$160,226.

Manufacturing Industries.

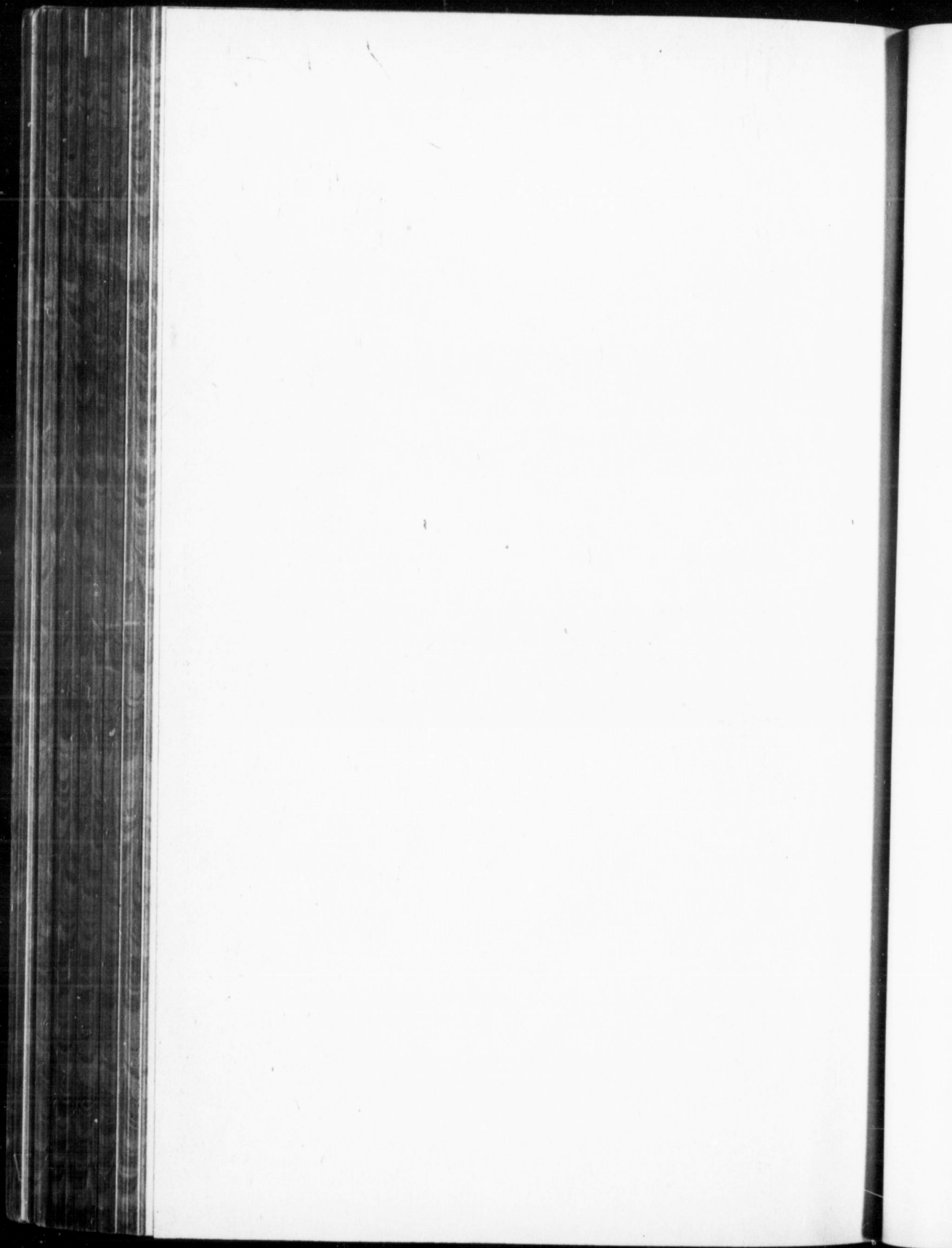
A commencement had been made to utilise the water power on the canal. Mr. Gould had built his mill, and mention is made of engine works, tobacco factories and a boot and shoe factory; there were brewers and a distillery; but the total number of work people is given as only 609. In fact, very little account is made in the census of any manufacturing at all. The year 1851 marks also the completion of the Champlain and St. Lawrence railway to Rouses Point, and of the St. Lawrence and Atlantic to Richmond. Two great fires occurred in the following year. One destroyed the chief business part of St. Paul Street, and the other swept away the

Champlain & St. Lawrence Railway.



SABISTON PHOTO ENG.

ALFRED HARRISON & CO. PHOTOGRAPHERS, 101 N. 3rd St., PHILADELPHIA, PA.



whole remaining part of the Quebec suburbs. Great Fires.
 Business continued good in 1852. A railroad was opened to Mooer's Junction on the Ogdensburg road, and the St. Lawrence and Atlantic road reached Sherbrooke. The possibility of a bridge was demonstrated by Mr. Thomas C. Keefer in a report to Mr. Young as president of the projected Montreal and Kingston railway, but, in this year, both that and the Portland railway were absorbed in the Grand Trunk railway, for which Messrs. The Grand Trunk Railway Peto, Brassey and Betts obtained the contract, and thus the railway era began to dawn.

The year 1853 marks the culmination of the era Era of the Waterways. of the waterways. It was a year of advance in every respect. Imports, exports, ocean and inland tonnage increased fifty per cent., the railway was opened through to Portland, the ship channel was deepened to 15 feet 2 in., and, most noteworthy of all, the *Genova* arrived, the first ocean steamer to reach our city. She was followed by the *Sarah Sands*, and twice by the *Lady Eglinton*, four steamships in all; but they were small vessels and the ocean trade was calling for larger ships. Trade was rapidly changing its methods, and the old winter leisure was beginning to disappear, for goods were arriving all winter at Longueuil and St. Lambert's, and the carters had a harvest in drawing the goods over the river roads; but in fall and spring, when the ice was forming or breaking up, there were many inconveniences for merchants, whose business might suffer for a fortnight while their goods were waiting across the river. No railway to the west was yet open and the Lachine canal had to take all the western freight. Its banks were crowded with goods and

its basins thronged with craft. It looked busier then than now, although, in fact, the figures of 1891 show more than double the inland tonnage of 1853, for the vessels then were smaller. The forwarders were busy and happy, and all the owners of river craft flourished, for the great west was at last opened up, and as the water flowed so it seemed certain that the produce must flow. Few then supposed that railways could ever compete with water-ways for heavy freight. This had yet to be learned. The years 1854 and 1855 were years of disillusion. Imports increased but exports fell off greatly and, if the Grand Trunk Railway had not been drawing bills for its expenditure, the banks would have had difficulty in supplying exchange to the merchants. Inland traffic on the canals fell off and a severe visitation of cholera destroyed retail trade. But there were some circumstances of encouragement. On July 20, 1854, Victoria Bridge the first stone of the Victoria Bridge was laid, and, in the same year, the railway was opened to Point Levis. The reciprocity treaty was signed in June, 1854, and went into effect in Canada in October, although it was March of the following year before it was proclaimed in the United States. Montreal necessarily prospers or suffers with the rest of Canada, and reaped incidental advantages from the reciprocity treaty; but the treaty did not specially benefit the city. The year 1854 also marks the true commencement of the movement Manufactures. which has made this city a great manufacturing centre, for then Mr. John Redpath established his great sugar refinery, the effect of which on the commerce of the port may be seen in the sudden and permanent rise in the quantity of raw sugar

imported, thus affording occasion for an increase of direct trade with the sugar-growing countries. Up to this time the city was solely a commercial city, but a reference to the census table will show how rapidly manufactures grew into importance. Mr. Redpath was the real pioneer of the industrial movement.

The commercial prospects of the city might Railways. well cause anxiety, for now the fact came into startling light that the railways, and not the water-ways, were to be the chief channels of trade. As soon as the preferential duties on corn were abolished in England the produce of the west followed, in steadily increasing volume, the Erie canal to the point of shipment on the seaboard; but in 1854 the New York railway system had been completed and, at numerous points on the lake and river shores, the trade of the western states, and even of Ontario, was drawn away from Montreal. It is true the river channel had been deepened to $16\frac{1}{2}$ feet; but the ocean steamers had been growing larger and had outstripped that depth. It is true the St. Lawrence canals were, and still are, the grandest system of water routes in the world, and the Erie canal is a mere ditch in comparison, but New York is open all the year round, and there are 27 feet at low water on the bar of the harbour. So in 1854 and 1855 no ocean steamers visited our city, and the tables show how alarmingly trade fell off in all directions. The New York railways reaped the full benefit of the reciprocity treaty in the increase of trade from western Canada while the Grand Trunk railway had reached only to Brockville. It was now that the indomitable energy of the people showed it-

self. They determined to deepen the channel to 20 feet, and the Allan Brothers, always in the van of ocean navigation, established the Montreal Ocean Steamship Company, which commenced, in 1856, a fortnightly service with four steamers. The city sprang to life again. Once more the tide of trade began to set into its former channels. The first train from Montreal to Toronto left on October 27, and in November, 1856, the Grand Trunk line was opened to Stratford. The occasion was celebrated by a fête, into which the citizens put all their energies; they sent invitations to leading people in all the cities of Canada, and balls, illuminations and rejoicings expressed their hopes and aspirations. In this year also the present water-works were completed with the exception of the upper reservoir.

Ocean Navigation.

First Train to Toronto.

The Panic of 1857.

The year 1857 will ever be memorable for the extraordinary commercial crisis which shook the United States business centres to their foundations and shattered the strongest houses in the great cities. It was a credit panic and passed swiftly over the commercial world like a tornado; but its chief weight fell upon the United States. Every bank in the Union, but one, suspended payment, and in Canada, especially in the west, where there had been a great expansion, its effects were severely felt. Fortunately the Bank of Montreal has always been under the management of a board of resident merchants bound up with the fortunes of the city, and Mr. David Davidson, its cashier at that time, was one of those unusually able and resolute men who in a time of crisis are the salvation of a community. He practically carried the merchants of Montreal through that panic, not only the cus-

tomers of his own bank but many from other banks, and at that period the Bank of Montreal reached the proud pre-eminence which it has ever since maintained. Mr. Davidson founded a school of banking in Canada, in which many of the able bankers who have since presided over the monied institutions of the country were formed, but the Bank of Montreal is the especial pride of its own city, and the group of able men who since his time have wielded its enormous capital with such surprising skill have been most potent factors in the rapid advancement of Montreal.

If, as has been shown, the "forties" ended with disaster, the "fifties" ended with prosperity and hope. On December 17, 1859, the Victoria Bridge was completed, the Grand Trunk railway was open to Lake Huron on the west and to Portland on the Atlantic—the Allans had a weekly line of ocean steamers, and a number of important factories had been established on the Lachine Canal.

1860 TO 1870—COMPLETION OF THE GRAND TRUNK SYSTEM.

And now, in 1860, commenced another decade of progress, in which the past sorrows and struggles of our city were well nigh forgotten, and, as if to mark the commencement of an auspicious era, the Prince of Wales, representing the majesty of the Empire, came out to Canada to open the Victoria Bridge and to see what manner of people were his gracious mother's liege subjects in North America. The festivities of that occasion can have no place in these dry annals of commerce, but the following year

Results of the Fifties.

Visit of H.R.H. the Prince of Wales.

(1861), being a census year, must detain our attention. The population was 90,323, an increase of 64 per cent; the city revenue had, from \$160,226, reached \$468,961; and the assessed value of real estate was \$28,976,270. The ship channel had been deepened to 18 feet, an ocean steamship line had been established, the import trade was double and the export trade was five fold that of 1851. On the canal the Redpath's refinery was in full working activity, and the customs returns show that while 13,573,044 lbs. of raw sugar were brought into the city in 1858, only 461,112 lbs. were imported refined. This census is the first which seems to have cared to take trouble with statistics of manufactures; for it gives the number of establishments as 141, and the value of the total product as \$5,189,881. Axe and tool factories, soap factories, nail factories, rubber factories, rolling mills, and many other factories are mentioned, and from this time the manufacturing era may be said to have commenced.

Wars and Rumours of War.

Montreal had, in 1861, fairly started on almost all the lines of its succeeding progress. And the figures in the table for this decade will not need much comment. In 1861 the southern rebellion broke out, and the civil war lasted four years, during which it seemed more than once possible that war might break out between Great Britain and the United States. The Trent affair once more brought a strong garrison to Montreal; for, as it is the strategic point of Canada, the strength of any hostile attack would no doubt have been spent there. The cheerful versatility of the citizens was for a while exercised by the possibility

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of having to contend with the completely new set of circumstances likely to arise during a winter campaign ; for, as the number of British troops could not be large, it was clear that a good deal of novel work would fall upon the militia. Fortunately the danger soon passed, but a large number of people from the Southern States came to Montreal, and the United States government was in a constant fret about their sayings, although, as to their doings, our own government took care that no violation of the laws of international comity should occur. A little more reciprocity in that direction would have been agreeable ; but in despite of Fenian invasions, although the " sixties " had their own anxieties, there were no business troubles, and the figures in the table for this decade show a steadily increasing and prosperous trade. In 1863 a large tea business commenced, which was carried on by direct shipments from China and the east until the opening of the Canadian Pacific Railway. Raw sugars also, from Java and Brazil, contributed to increase the volume of trade with the sugar-growing countries. In 1864 the steam tonnage was 36 per cent of the total ocean tonnage, and, before the end of the decade, it increased to 50 per cent. The ship channel, by the year 1865, had been deepened to the proposed 20 feet, and by 1866 the wharfage accommodation had been quadrupled and had attained a length of 3.17 miles. In 1864 the fiscal year of Canada was made to terminate on June 30, instead of December 31st, and this must be borne in mind in reading the appended tables of imports and exports, for they are given from the official returns, while the

Foreign Trade.

Board of Trade figures usually cover the calendar year. Reference to these tables will show that, comparing the figures of 1861 with those of 1870, there was an increase of 50 per cent in the commerce of the city, and this in spite of the abrogation of the reciprocity treaty with the United States, which occurred in 1866. On July 1st, 1867, the confederation of the provinces was consummated, and the Dominion of Canada as a continental political state dates from that day.

Confederation.

Abrogation of
Reciprocity
Treaty.

The reciprocity treaty, as before remarked, was of little special interest to Montreal. Its tendency was to draw trade away across the border to the south, and whatever advantage accrued to Montreal was indirect, through such benefits as it may have conferred upon the people of Canada taken generally. Much stress was laid at first upon the supposed balance of trade in arguing that Canada derived more benefit from it than the United States, but it was demonstrated at the time that the balance was largely against Canada. The reason put forward for its abrogation was that the burden of taxation incident to the war unduly weighted the United States farmer while giving to the Canadian farmer a corresponding advantage. Reasons in the political order also, no doubt, had weight in the decision of the United States government, and local influences opposed to the treaty contributed to the result. The "sixties" passed away without any farther events of importance. In consequence of the abrogation of the treaty a direct trade in lumber was opened with South America; this decade also saw the beginning of the cheese export trade, which has now assumed such great proportions.

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The Grand Trunk railway during this period ^{Railway System.} attained its full development, and beyond question much of the steady increase in the trade of Montreal was due to its influence. In Ontario several systems of railways were completed, and the Great Western road assisted largely in the rapid growth of many western cities. Many of the smaller roads were absorbed by the Grand Trunk, and the Victoria Bridge was the only bridge on the St. Lawrence east of Niagara. Winter and summer the warehouses of the merchants were busy. The Montreal ocean steamers sailed from Portland in the winter, and business went on after the close of navigation without interruption. It was a period of quiet prosperity in business, with only Fenian invasions to relieve the monotony of progress.

1870 TO 1880—THE ERA OF VICISSITUDES.

The year 1871 was a census year, and therefore ^{Census Statistics.} it becomes possible to obtain some details of progress which cannot be got out of the trade and navigation reports. The population had increased to 107,225 and the city revenue to \$848,380. The assessed value of real estate had reached \$53,992,000, nearly double that of 1861. Business was very good during the first four years of this decade. Ocean steamers were rapidly supplanting sailing vessels, and year by year the proportion of steam tonnage increased, until in 1879 it reached 75 per cent of the whole. The work of deepening the channel went on; for, when the proposed limit of 20 feet had been attained, it was decided that the increasing draught of ocean shipping re-

quired 25 feet. The prosperity of the commerce of the city appears in the table for the decade to have extended almost up to 1875, but a new element is shown in the census figures—the manufacturing interest—which received special care in the enumeration. The total product in 1871 amounted in value to \$32,727,946, almost as much as the total imports. The capital invested was \$11,101,131; the value of the raw materials was \$19,037,962; the amount of annual wages was \$5,195,668, and the number of working people 21,817. From this time forward the manufacturing interest played an important part in the commercial history of Montreal.

The Beginnings
of a Canadian
Transconti-
nental Railway

One of the conditions of the accession of British Columbia to the confederation was that, within ten years, a railway should be constructed to the Pacific and, in 1871, the preliminary surveys were commenced; in 1872 the Pacific Railway Act was passed and the point of departure on the east was fixed at Lake Nipissing, thus leaving to the various cities concerned the task of making their own connections. This was a very critical period in the history of Montreal, and the action of its citizens can only be explained by a survey of its position as a railway centre.

Railway
troubles.

In 1871 the Grand Trunk railway possessed, in winter, every inlet and every outlet of the city of Montreal. It had, as before stated, absorbed the railway to Portland and, since then, had purchased the railway to Rouse's Point; even the railways to Lachine and from Caughnawaga to Mooer's Junction were held by this company, and, moreover, the direction of the company was not in Canada but in England, and was therefore out

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of touch with the Canadian people. Some of the cities of western Canada, and especially Toronto, had, however, by means of the Great Western railway, an independent connection with the New York system at Niagara, and therefore Toronto was a competing point while Montreal was not, and the merchants of the latter city had to pay during winter double the freight on their imports from England which was demanded from the merchants of Toronto 300 miles further west. In this way the trade of the city as a distributing point was being undermined. The export trade was suffering in a worse way, for the Grand Trunk railway had extended its connections to Chicago, and in fall and winter would engage through freight from Chicago and Cincinnati to Portland, with which it filled the steamers of the Allan line, while the exporters of Montreal, who had no other outlet, had to wait for cars upon which to load the produce which was accumulating in their warehouses. Many complaints had previously been made, but, in December, 1873, what was called the "annual lock-out" was unusually acute, and a formal correspondence with protests and counter-protests took place between the Steamship Company, the Railway Company and the Corn Exchange. The facts were embodied in a report made by a committee and adopted unani- mously by the assembled merchants; they may be summarized as follows:—1st. That the accu- mulated stock of grain held for want of railway facilities on December 15th in the public ware- houses at Montreal was 1,031,359 bushels of grain and 89,651 barrels of flour. 2nd. That while the rate of through freight for provisions to Liver-

Business
Dangers.

pool from Cincinnati, 1,128 miles from the sea, was 80 cents, and from Chicago, 1,145 miles, was 90 cents, it was 93 cents per 100 lbs. from Montreal, only 297 miles from the sea. 3rd. That while trains were rolling over the Victoria Bridge filled with United States products the Canadian shippers could not get cars to carry away their produce for shipment. After all their struggles and sacrifices it had come to this, that the trade of Montreal stood in danger of slow strangulation. While matters stood in this position a railway, called the Northern Colonization railway, from Montreal to Ottawa, was actively advocated, with a branch line of about 14 miles to St. Jerome, a village on the North River. This road had been originally projected in 1868 by Father Labelle, a patriotic French Canadian priest, the curé of St. Jerome, as a wooden railway from Montreal to his own village, in order to open up the north country to colonization (hence its name), but now Sir Hugh Allan took it up and made Ottawa its objective point. At Ottawa it was to connect with a road in progress to Toronto to meet the Great Western road and another in progress to Georgian Bay, which latter would moreover join the projected main Pacific line at its eastern terminus on Lake Nipissing. The enthusiastic curé moved his compatriots as one man and, as Sir Hugh Allan had the capital and the ability, the scheme of this little road became the pivot upon which the connection of Montreal with the Pacific turned, for the citizens of Montreal, few of whom had ever seen or cared for St. Jerome, but all of whom saw the peril of their city, voted a subsidy of a million dollars by an overwhelming majority on a by-

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law specially proposed to the mass of the citizens. Everything moved quickly then. There was no time to mature another scheme and, absurd as it appeared on the surface to make such a grant to so small a railway, the people perceived the real issue involved and granted the money. A few weeks afterwards Sir Hugh obtained the contract to build the Canadian Pacific road, and for that purpose organized a company of which he became president.

It is no part of the object of this paper to discuss, or even relate, the events which shortly afterwards occurred, inasmuch as they lie mainly in the political order; it is sufficient to say that the contract fell through in consequence of a change of ministry, and for five years the new government went on with the Pacific railway as a government work in sections remote from Montreal. These connecting roads just referred to went on, though more slowly because of the bad times which commenced in 1874, and construction was continued for five years until 1879. The table for the decade will indicate the duration of the period of depression; but still, though these were years of great commercial disaster—though it seemed that good times would never return—a totally new business sprang up, in the exportation of cattle, which by 1879 had assumed large proportions. The export cheese trade also Depression of 1874. New Business. expanded greatly, and during the years of political quiet in South America there was a good trade in exporting lumber thither. Large cotton mills were established at Hochelaga in 1872 and the silk manufacture was introduced in 1876. In 1875 the Intercolonial Railway was opened, and afforded a

new outlet to the ocean independent of bonding privileges through the United States. The commercial outlook was very gloomy however during the latter half of the decade; the collapse of trade which occurred in 1873 in the United States reached Canada in the latter part of 1874. Manufactures ceased to be remunerative, and in 1876 the Redpaths closed down their sugar refinery and paid off their hands. The export values were fairly kept up, however, though profits were very unsatisfactory. The depression was not peculiar to Canada, but extended throughout the world. There was no sudden panic, soon passing over as 1857, but a steady shrinkage in values of all kinds. In 1880, as the figures in the table will show, there was very marked improvement in all branches of trade and a new item of export began to assume importance, that of phosphates or mineral manure.

1880 to 1890—THE REALIZATION OF A DREAM.

Improvement. The decade 1880-90 was a most important one in the history of Montreal. The improvement in business continued. Sugar refining had been resumed in 1879 and a second large sugar refinery was established. A railway to Quebec on the north shore of the St. Lawrence was completed in the same year. The ocean channel was deepened to the proposed depth of 25 feet in 1882, but, in view of the still increasing size of ocean steamships, it was decided to increase the depth to 27½ feet, which was accomplished in 1888. The depth of the channel at low water from the ocean to Montreal is now as great as that at low tide on

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the bar of New York harbour. The table shows ^{Expanding Trade.} that the imports and exports and ocean tonnage largely increased and the proportion of steamships varied between 83 per cent and 91 per cent of the whole. The inland tonnage exceeded, twice during the decade, one million tons. The harbour was extended to accommodate this expanding trade, and by 1882 the length of wharf accommodation had attained 47 miles. Railroad tracks were laid along the wharves and the work of loading and unloading went on night and day for, first of all cities, Montreal adopted electric lighting for its harbour. The export of phosphates increased to 24,290 tons in 1885. The cattle trade maintained a rapid advance all through the decade, reaching an export figure of 123,136 head in 1890, and the cheese trade more than doubled in the ten years. The farmers seemed to have turned their attention mainly to cheese; for the butter trade declined to a very low point.

In 1881 the decennial census was taken and the ^{Census of 1881.} population was found to be 155,237. The assessed value of real estate that year was \$66,483,810, and the revenue of the city had grown to \$1,634,413. But the increase in the manufacturing interests shown by the census was surprising. The capital invested was found to be \$32,185,691; the value of the raw material was \$32,484,005, and the value of the manufactures produced was \$52,509,710. There were 1,467 manufacturing establishments, employing 33,355 people and paying out annually \$8,925,865 in wages.

Considering that this immense interest was the ^{Montreal a Free Port.} growth of barely 25 years, this result is very remarkable, and it should be noted that it was ac-

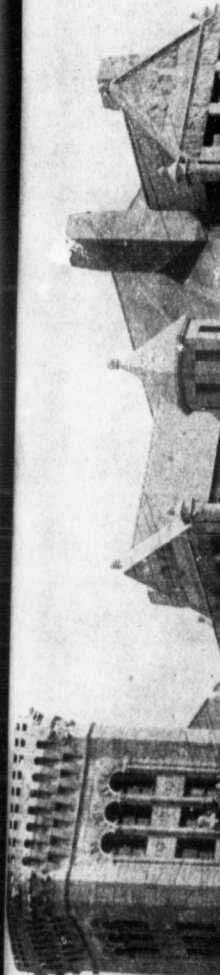
accompanied by the very large increase above noted in the commerce of the port. The year 1888 is remarkable for the fact that the government assumed the debt the Harbour Commissioners had contracted for deepening the ship channel, and thus the shipping trade of Montreal was relieved from very heavy dues for interest. Montreal became then practically a free port for ocean shipping, the tonnage dues formerly levied being abolished.

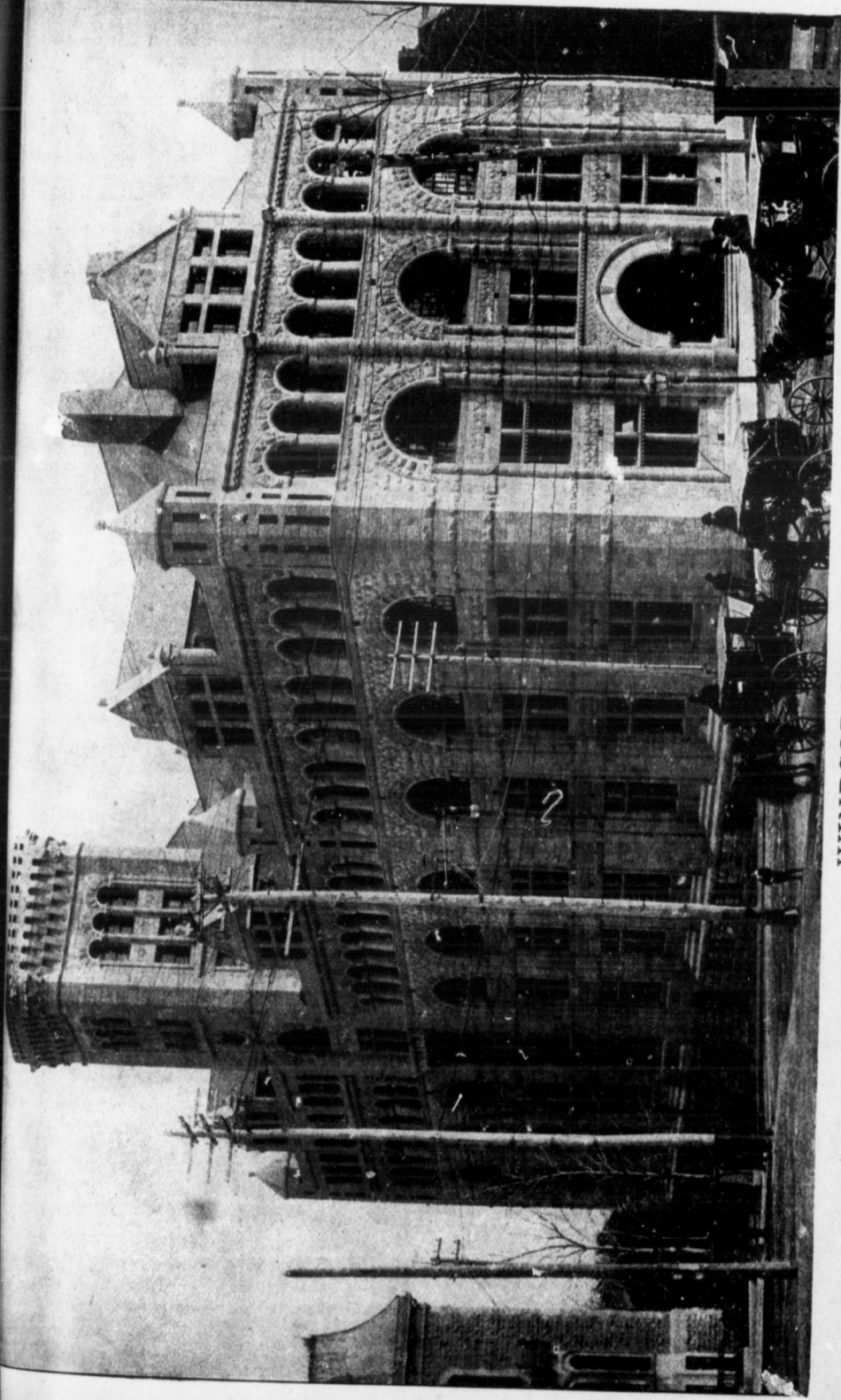
A Great
Change.

But the most important change occurred during this decade in the position of Montreal as a railway centre. The critical position of the trade of the city in 1873 has been pointed out. Every access by rail was then in the control of one corporation, the head office of which was in England. Before ten years had passed Montreal had become as important a railway centre as it is of inland navigation, and yet the water-borne trade largely increased its tonnage, as the figures in the tables clearly show.

Montreal and
the Pacific.

Attention has before been called to the fact that Montreal has been exceptionally endowed with a succession of very able citizens who have from time to time left the impress of their strong personality upon her commercial fortunes. Only two or three have been mentioned among those who have passed away, but now in the period presently under review a group of men appeared of remarkable ability and courage who, gathering round them men of great executive force and sustained by the national spirit of the country, organized that wonderful system of railways the Canadian Pacific Railway. They could not have succeeded if the government had not supported them, and the government would not have dared





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to extend such a measure of support if the people of Canada had not wished it, but with all the support they received, nothing but a most unusual combination of courage, skill, judgment and good fortune could have achieved such a success. The first settlement on the British territory of the Pacific coast is a year younger than the Montreal Board of Trade. It was Sir Alex. Mackenzie, a Montrealer, who, first of white men, crossed the Rocky Mountains and reached, from the interior, the shores of the Northern Pacific Ocean, and it was fitting that men like him identified with Montreal should, in less than one hundred years after, have made so broad and open a highway over the trail which his footsteps first had traced.

After the abandonment of the contract with Sir Hugh Allan the government carried on the construction of the Pacific Railway under its own management, but a change of ministry occurred in 1878, and the incoming Government resumed the policy of building the road under contract with private individuals. On October 21, 1880, a contract was concluded with the present Canadian Pacific Railway Company, of which the moving spirits were Montrealers. Mr. George Stephen (now Lord Mount-Stephen) became president, Mr. Donald A. Smith (now Sir Donald) vice-president. Among the directors were Messrs. R. B. Angus, Duncan McIntyre and C. D. Rose, all of whom were Montrealers, though Mr. Rose was resident in England. The company took over the work which had been done by the government and undertook to complete the whole road by May 1st, 1891. On the 28th of June, 1886, the first through train to the Pacific coast left

The Canadian
Pacific Railway

Montreal for the newly created city of Vancouver, the Pacific terminus of the road.

Montreal a
Railway
Centre.

An achievement like this cannot be adequately related in a short essay. It is unequalled by anything which has been done anywhere during the century, and Montreal in 1890, through the success of the Canadian Pacific Railway, became in six years one of the most important railway centres on the continent, for the operations of the company were not confined to the road to the Pacific, immense as was that undertaking. The headquarters of the whole system are at Montreal and the main route to the Pacific passes through it; but, in addition, Montreal has now another route to Boston, to New York, to Toronto, and to the west and north of Ontario, to Quebec, to St. John, N. B., and to Halifax, N. S. On that beautiful summer evening of the 28th of June, 1886, when the first train for Vancouver quietly glided out of the Dalhousie Square station those who loved Montreal, and who does not love it who has ever lived there, felt, that though in future years the vicissitudes incident to all human affairs might from time to time oppress individuals and even classes of business men; yet that, after many trials, the future of their fair city was at last as secure, under the new dispensation of railways, as when she sat in the old days alone, queen of the water-ways, holding the keys of the gateway of the stately St. Lawrence.

S. E. DAWSON.

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MONTREAL OF TO-DAY.

Before closing this sketch it seems appropriate to add a short summary of the present state and prospects of Montreal as shown by the census of 1891 and the latest trade returns. The tables given elsewhere bring the figures down to the year 1890 inclusive; the following table embodies a few leading facts of later date:—

LEADING FACTS CONCERNING MONTREAL IN 1891.

Imports, 12 months to July 1st.....	\$45,492,257	
Exports " "	32,284,055	Trade in 1891.
Sea-going vessels, number during the season.....	725	
" " tonnage " "	938,657	
Inland vessels, number during the season.....	5,268	
" " tonnage " "	1,119,484	
Imports, Raw Sugar, lbs.....	159,672,035	
" Tea, lbs. (fiscal year).....	6,887,677	
Exports, Butter, lbs.....	6,725,520	
" Cheese, boxes.....	1,349,993	
" Breadstuffs, bushels.....	18,651,409	
" Cattle.....	108,947	
" Sheep.....	32,157	
Phosphate, tons.....	14,735	
Apples, brls.....	306,935	
Lumber, value.....	2,159,872	
Proportion of Ocean Steamships.....	91 p. c.	
Wharfage accommodation.....	5.02 miles.	
Depth of Channel.....	27½ feet.	
Area of City (exclusive of park).....	5,362 acres.	
Aggregate length of streets.....	133 miles,	
Mount Royal Park, area.....	464 acres.	
Total area of Parks.....	617½ acres.	

SOME ITEMS FROM INLAND REVENUE AND CENSUS RETURNS —ANNUAL PRODUCT.

Tobacco manufactured—lbs. (fiscal year).....	6,614,168	Manufactures, 1891.
Cigars " number "	50,203,600	
Cigarettes " " "	41,412,420	
Malt Liquors, gallons, (fiscal year).....	3,729,466	

Boots and Shoes, product (census) value.....	\$4,738,209
Cotton Cloth, value	1,850,010
Nut and Bolt Factories, value.....	271,000
Nail and Tack " "	864,300
Rolling Stock, value.....	3,770,973
Rolling Mills "	1,000,000
Rubber Factories, value.....	1,395,000
Silk Factories, value.....	460,000
Shirt, Collar and Tie Factories, value.....	1,505,500
Clothing Factories, value.....	3,687,313

Area of the
City.

The reader has now traced the growth of the town of 44,000 people to the present city of 215,650. The area of buildings which, in 1844, was cramped in between Dorchester street and the river, and between McGill street and Dalhousie square, has extended over 5,362 acres, or nearly nine square miles. The narrow lanes, with their dull mediæval aspect, have made way for broad streets, which reach an aggregate length of 133 miles. The chief thoroughfares are well paved ; the average of the street architecture, without losing the solidity of old Montreal, is better in style than that of any other city of its size. The total area set aside for parks and squares is 617½ acres ; in addition to which the citizens have the present use of St. Helen's Island as a summer resort. Mount Royal Park is by general assent conceded to be, in respect to its natural advantages, one of the most beautiful parks in the world, and it is year by year being improved. In it the citizens of Montreal have a breathing space of 464 acres, laid out with drives of noble prospect and rambles of charming variety. The city is orderly, well policed and exceptionally free from serious crime. The sanitary condition of the city is supervised by a special staff of medical men and inspectors, and,

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since the epidemic of small-pox in 1885, the public vaccinators have met with the fullest co-operation by the people, so that not a single death by that disease is recorded after the year 1886. Improvements in sanitation are no doubt yet to be desired, but not more than in other cities, and the progress in this direction has been rapid, and is steadily advancing.

The growth of the trade of the city is best seen ^{Growth of Trade.} by the tables. The manufacturing output in 1891 reached nearly seventy-three millions of dollars, and the imports and exports amounted in the aggregate to nearly seventy-eight millions. The table for 1891 will show details of some of the items which form these amounts, but other branches of trade are continually being opened up. The fruit trade has reached large proportions, and a line of steamers trading with the Mediterranean ports has made the city a most important market for fruit. In 1892 a direct steamship line for the fruit trade with the West Indies was inaugurated. A Montreal firm lately purchased a banana plantation in Jamaica of 990 acres, and last summer, for the first time, four direct cargoes of bananas arrived in the port. Another new steamer specially constructed for the trade will be added next summer. These steamers trade to four ports in Jamaica, carrying out lumber, oats, flour, cheese, butter, etc., for which they get good freights, and bring back bananas, cocoa-nuts, oranges and other tropical fruits. This trade may be expected to grow steadily.

Trade, 1892.

Some figures showing the business of 1892 are to hand as this passes through the press, viz. :—

Exports, year ending June 30, 1892.....	\$42,918,109
Imports " " "	\$49,666,238
Sea-going Vessels during the season of 1892, number.....	735
" " tonnage.....	1,036,707
Inland vessels, number.....	5,200
" " tonnage	1,049,600

It should be noted that, for the first time in the history of the city, the ocean tonnage passes into the millions. The increase over last year was nearly 100,000 tons, but only ten more vessels arrived, indicating the effect of the deepened channel upon the size of vessels frequenting the port.

It has been shown how the little port of Montreal, with its spring and fall fleet of sailing vessels of 400 tons, gradually grew into a port with over five miles of wharfage and accommodating ocean steamships of the largest size. At the lowest water, vessels drawing $27\frac{1}{2}$ feet can steam up from sea and lie at our wharves. During the spring and summer, when the water is high, there is a depth of 30 feet in the channel, and on December 1, 1892, the depth of water in the harbour was 28 feet 3 inches. A few more details are necessary, however, regarding

THE HARBOUR.

Plans for Enlargement.

Few questions have so divided public opinion in Montreal as that of the best method of enlarging and improving the harbour. The schemes proposed may be classed under two heads :

1st. Those which proposed to afford the requisite accommodation by a system of docks ; and 2nd, those which provided deep-water piers and

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wharves along the river front. The matter, as early as 1823, became the subject of an Act of Parliament in connection with the Lachine Canal, and under it a commission was appointed to ascertain the value of the land required to bring the canal, along the valley now known as Craig street, in rear of the town and out at Hochelaga, below the current St. Mary. The value of the property to be acquired was found to be \$65,472, which was thought excessive at that time, but the scheme has been revived several times since, in connection with docks at Viger Square and a deep-water basin at Hochelaga. This plan had much to recommend it, and, at that early day, was feasible; for the little stream which ran along the valley had not then been covered in. Many engineers of eminence favoured plans for docks in the river shallows extending below the Victoria Bridge; but the merchants objected to having the harbour cut off from the city and the transfer of the business of the port to the south side of the canal. Mr. John C. Trautwine proposed, in 1858, a plan for docks in Griffintown, north of the canal, but recommended the citizens rather to turn their attention to improving the present harbour. Another proposal was to enclose the whole harbour front, and to construct lock-gates at Victoria Pier. Plans for this were elaborated by Mr. T. Trudeau, recently Deputy Minister of Railways in conjunction with the late Mr. Sippell, superintendent of the canal; but, one by one, all the schemes for improving the harbour by means of docks were abandoned. In the meantime the work of deepening and building wharves along the river front went on continually, and the

Board of Harbour Commissioners, thus, year by year, met the growing requirements of commerce until, in 1875, the question was again considered by a commission of three eminent engineers, Mr. Robert Bruce Bell of Glasgow, Major-General Newton of the U. S. Corps of Engineers, and Mr. Sandford Fleming of Ottawa, who made an exhaustive report in 1878.

Plan adopted.

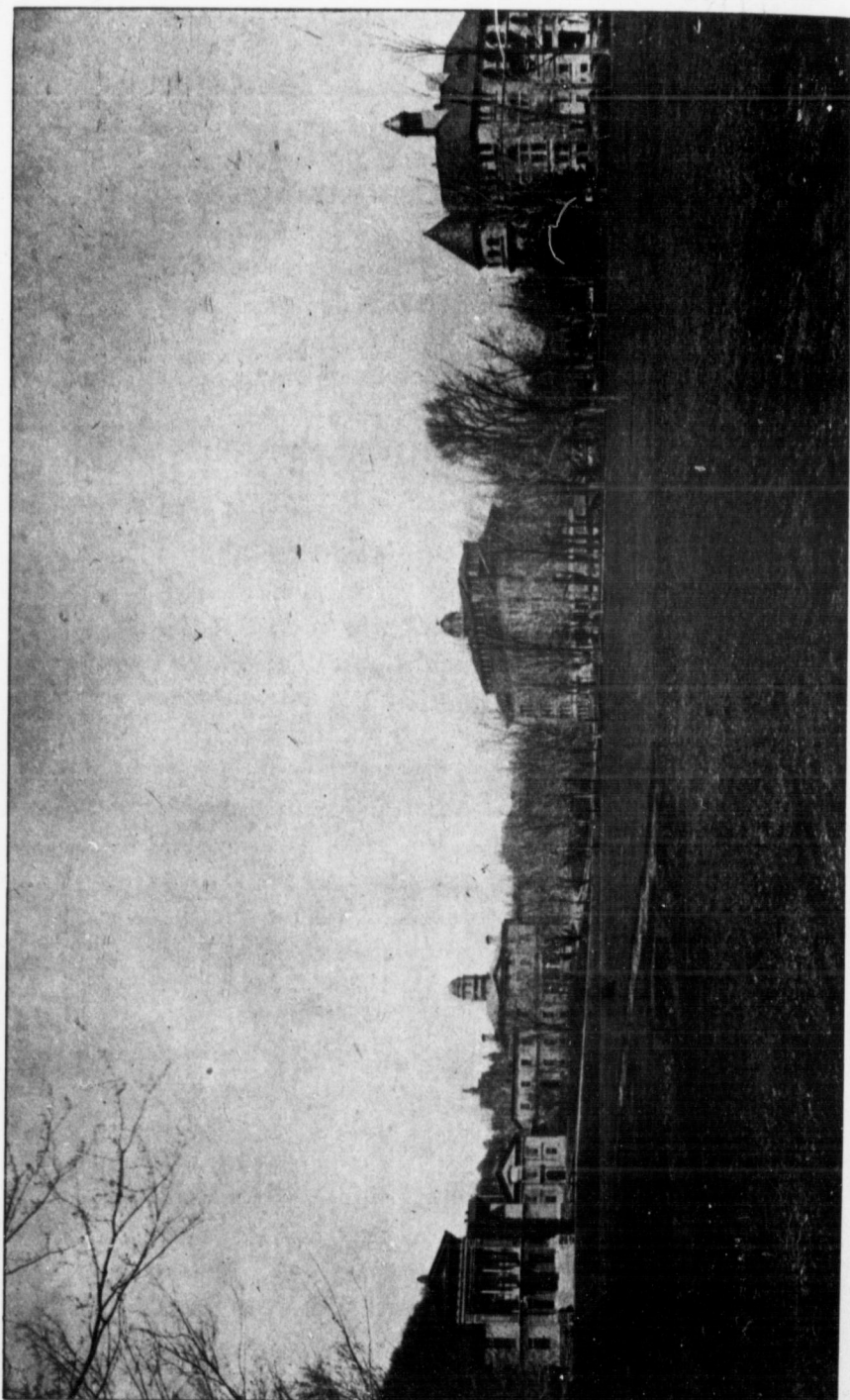
At length, in 1886 and 1887, occurred two very serious inundations of the lower levels of the city, due to the blocking of the ice in the river channel below. The Harbour Commission, in concert with the City Council and with the concurrence of the Dominion Government and of the Board of Trade, then took up the matter anew, and a plan elaborated by Mr. Kennedy, the engineer to the Commission, was adopted, which combined the extension of the harbour with the protection of the lower parts of the city from floods. This plan was approved by Mr. Perley, Engineer to the Department of Public Works, and by Mr. St. George, the City Surveyor, and is now being carried out at the joint expense of the harbour and the city. A sketch of the completed plan is attached to this work.

FINANCIAL INSTITUTIONS.

Bank of
Montreal.

It has already been observed that the Bank of Montreal is one of the institutions of which the citizens are especially proud. It was founded in 1817 by a company of merchants, and is the oldest institution of the kind in Canada. An Act of incorporation was not obtained until 1821, and, having been reserved for consideration by the home government of those days after the usual





MCGILL UNIVERSITY AND GROUNDS, SHERBROOKE STREET, LOOKING NORTH.

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custom, it was not proclaimed as law until 1822. The capital stock was fixed at £250,000 (nearly a million and a quarter dollars) a sum which seems large for a town of less than 20,000 inhabitants. The charter was renewed from time to time as it expired and the capital increased, until it has now attained the sum of \$12,000,000 with a rest of \$6,000,000. The Bank of Montreal is not only, as to capital, the largest colonial bank, but it is the largest bank in North America, the fifth largest in the British Empire, and the eighth largest joint-stock bank in the world.

This large capital is employed by forty branches extending over the whole of Canada ; branches are also established at London, New York and Chicago. This system of branches, generally adopted by the Canadian banks, facilitates the movement of capital to those places where it can be most profitably employed and is especially suitable to a growing country.

The charter of the bank marked it from the first as a Montreal institution. Foreigners or aliens could not vote at stockholders' meetings, and directors could be selected only among British subjects who had resided in the province for seven years and in the city at least three years. The bank therefore became identified with the fortunes of the city, and its great success is an evidence of the commercial ability of the merchants who have successively administered it. Excepting for three years, 1824 to 1827, the bank has been steadily prosperous. Dividends were then stopped for five years until the lost capital was made up. That was the period of the great

crash which broke up the country banks and revolutionized the banking system of England.

The Bank of Montreal has long been the official bank of the Government of Canada, and in 1892 it became the financial agent of the Canadian Government in London in place of Glyn, Mills & Co. and Barings.

Merchants' Bank.

There are many banks in Montreal whose head offices are elsewhere, but a notice of the city would be incomplete without mention of the Merchants Bank, an institution (originally founded by the Allan family) with \$6,000,000 capital and \$2,725,000 rest, with thirty branches, including those in New York and Chicago. This bank through exceptionally able management has attained a very important position. The Molsons

Molsons' Bank.

Bank also, founded in 1855 by a family prominent in Montreal for ninety years, is another domestic institution. Its capital is \$2,000,000, with a rest of \$1,150,000, and it has twenty-two branches. Much of the stock of the other Canadian banks is owned in Montreal, but the following is a list of those only which have their head offices and chief management here. The special charters of all the banks are now merged in a general Banking Act.

	Estab- lished.	Capital.	Rest.	No. of Branches.
Bank of Montreal	1817	\$12,000,000	\$6,000,000	40
Merchants Bank of Canada ..	1868	6,000,000	2,725,000	30
Molsons Bank	1855	2,000,000	1,150,000	22
Banque du Peuple	1835	1,200,000	480,000	9
Jacques Cartier Bank	1862	500,000	175,000	15
Banque d'Hochelega	1874	710,000	200,000	7
Ville-Marie Bank	1873	500,000	.....	7
		\$22,910,000	\$10,730,000	



McGILL UNIVERSITY AND GROUNDS, SHERBROOKE STREET,—LOOKING WEST.
(Kindly loaned by J. J. McConniff, Esq.)

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Thus far the attention of the reader has been ^{Education.} directed to Montreal in its material aspects, but the city has another side; it is an educational centre, where advantages inferior to none in America are provided for students in all branches of the arts and sciences. All this has grown up in less than fifty years, and McGill University, in its present active and vigorous life, is the especial creation of the merchants of Montreal, endowed by the product of their labours. It is an undenominational university, to which are affiliated four theological colleges for degrees in divinity. The university has a faculty of Arts, a faculty of Applied Science, a faculty of Law, and a faculty of Medicine. The teaching staff consists of sixty-six professors. One hundred and seventeen students graduated during last session, and there were last year nine hundred and ten students attending lectures. The faculty of Applied Science is unsurpassed in America, and during the past two years has been endowed by merchants and manufacturers of Montreal with great liberality.

Laval University, founded originally at Quebec by Royal Charter and under a special Papal Bull, has now a distinct branch at Montreal. It is a Roman Catholic institution teaching in the French language, and has faculties of Theology, of Law, of Medicine and of Arts. Its teaching staff at Montreal is very complete and large numbers of students attend its courses of lectures.

These are the leading educational institutions, but there are many others very important which the limited space of this paper will not permit mention of, and which, with those above men-

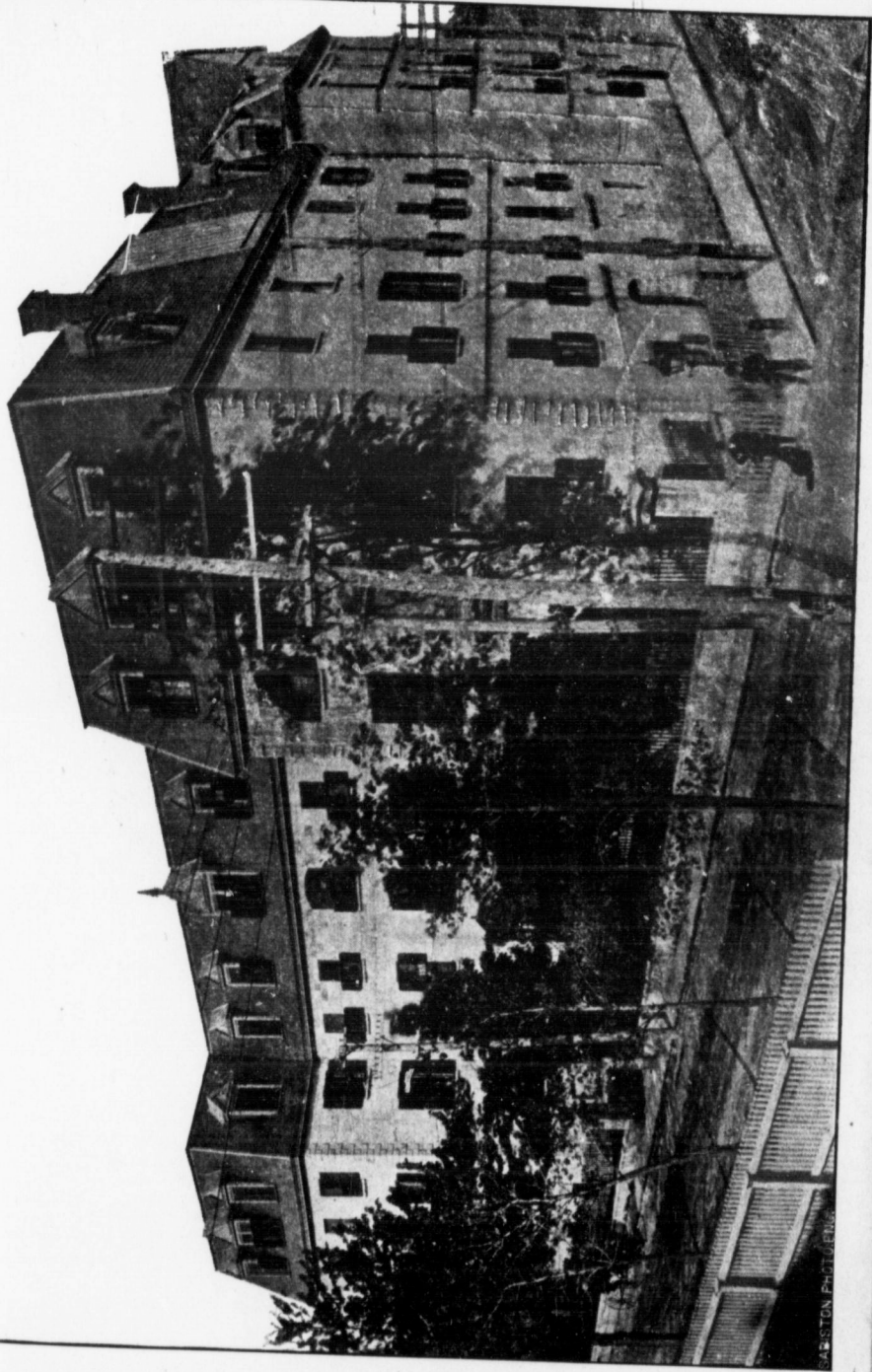
tioned attract so many students that the city has become an important scholastic centre.

Hospitals.

The activity of the people of Montreal during the last fifty years has also displayed itself wonderfully in charitable institutions. The numerous religious orders carry on their own work on a large scale, but the merchants and manufacturers of the city have founded and are supporting three hospitals, which may be regarded as the special results of business success—the Montreal General Hospital, the Notre Dame Hospital, and the Royal Victoria Hospital, all three equipped with the most approved appliances. The extensive buildings of the Royal Victoria Hospital are just completed and the staff is being organized. It would transcend the scope of this paper to mention even in the most cursory way the Hotel Dieu and the other numerous special hospitals and asylums for the blind, the deaf and dumb, the insane and the aged. These for the most part are in some way connected with religious bodies or with Government, but McGill University and these three hospitals are the educational and charitable aspects of the trade activities of the city of Montreal.

Railways.

The Board of Trade building, now nearly completed, will mark the era when the city of Montreal entered upon a period of progress free from the dangers which beset the last fifty years. Two great competing systems of railways now centre here; and here are the bridges by which they cross the St. Lawrence. In addition, three independent railways from Boston and New York terminate at Montreal, and the Canada Atlantic railway to Ottawa is within reach at Coteau, with independent connection to the south and a west-



BOSTON PHOTOGRAPHIC

MISS SCORDELLI GENERAL ELECTRIC







THE HOTEL DIEU.

(Kindly loaned by J. J. McConniff, Esq.)



THE ROYAL VICTORIA HOSPITAL.

(Kindly loaned by J. J. McConniff, Esq.)

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ern branch under progress to Georgian Bay. These roads pour continually increasing streams of traffic into the city ; and yet the volume of water-borne freight has also increased, as shown by the tables. The extent of the traffic brought by the railroads to the city, as distinct from the through traffic, may be gathered from the number of trains arriving and departing daily. Every twenty four hours thirty seven passenger trains arrive at the Bonaventure Street Station, and forty five freight trains at Point St. Charles, in connection with the Grand Trunk Railway and the other roads using those stations. In the same time there arrive upon the Canadian Pacific Railway sixteen trains at Dalhousie Square, fourteen at Windsor Street and twenty freight trains at Outremont. This is a large business ; but a cursory inspection of a railway map shows Montreal to be the most important railway centre in the Dominion. By the close of the year 1893 the Canadian Sault Ste. Marie canal will be completed, and then from the Straits of Belle-Isle to Port Arthur at the head of Lake Superior there will be continuous navigation for 2,264 miles in Canadian waters.

S. E. DAWSON.

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THE BOARD OF HARBOUR COMMISSIONERS.

In the preceding pages continued allusion has been made to the Harbour Board and it seems proper to preface the tables showing the results of the work of that commission with a short account of its origin.

Before the present stone quay was built the river front presented a ragged appearance. The bank was steep and, opposite the present custom house, there was good anchorage between the bank and the island (now the island wharf) in fourteen feet of water. Vessels anchored close in and goods were run out on planks to the shore. The influence of the Committee of Trade soon made itself felt and to its efforts may be traced the statute of 1830 entitled, "An Act for the Improvement of the Harbour of Montreal." Under this statute three commissioners were appointed for six years. The first Board consisted of the Honourable George Moffatt, chairman, Jules Quesnel, and Captain Robert S. Piper of the Royal Engineers. The present quay was built after the plans of Captain Piper and the work was commenced in 1832. The island was connected with the new wharf system at the same time.

The Commission was apparently appointed for that special work alone; but was continued by acts passed from time to time as the scope of its work widened. The commissioners were appointed during pleasure by the Crown and, up to 1855, there were only three. Up to 1850 the Board confined its activity to the harbour; but in that year,

as previously stated, it assumed the work of deepening Lake St. Peter. In 1855 the president of the Board of Trade and the mayor of the city were *ex officio* added to the Commission. In 1873 the number was increased to nine of whom five were nominated by the Crown, one appointed by the Board of Trade, one by the Corn Exchange, one by the merchant shippers, and one was the Mayor of the city. With unimportant changes the constitution of the Board has so continued down to the present time.

In the meantime the river, with its lights, buoys, pilots, etc., was under the care of the Trinity Board of Quebec. By an ordinance of the special Council (1839-40) 2 Vic. cap. 19, the Trinity Board of Montreal was constituted. The port of Montreal was declared to extend from Portneuf on the east to the province line of Upper Canada on the west. Throughout all this stretch of river the new corporation had charge of all buoys, beacons, lighthouses, light ships, pilots, in short complete control of navigation. In 1849, (12 Vic. cap. 117) a new and amended act to the same purport was substituted. This lasted until 1873 when, by 36 Vic. cap. 61, the Trinity House of Montreal was dissolved and its duties were assigned to the Harbour Commissioners. The same limits were assigned to the port of Montreal as before and the Harbour Board has therefore complete jurisdiction throughout the same extent of navigation as that exercised by the Trinity Board; but the limits of the harbour were extended and, within these limits, the Harbour Board has, by its original constitution, an actual ownership in trust for the public. On the west the limit com-

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Year.	SEA-
	No.
1832	11
1833	13
1834	8
1835	10
1836	9
1837	9
1838	65
1839	110
1840	137
1841	208

The above
of the Board
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mences at the river St. Pierre and extends eastwards including the beach and fore-shore as far as Longue Pointe parish church. Above St. Helen's Island it extends to the middle of the river, and eastwards along the low water mark of St. Helen's Island and including Isle Ronde to the line of ten feet of water on the south shore to the point opposite Longue Pointe church. To meet the expenses of this trust and the interest of its debt (about \$2,000,000) the Board collects dues on goods imported and exported, but all dues on shipping have been abolished.

TRADE OF MONTREAL—1832 to 1841.

Year.	SEA-GOING VESSELS.		Value of Exports.	Value of Imports.
	No.	Tonnage.		
1832	117	27,713		
1833	133	30,769	\$ 1,691,360	\$ 3,475,648
1834	89	20,259	800,076	2,234,544
1835	108	22,873	1,080,808	3,783,864
1836	98	22,289	1,209,192	4,845,568
1837	91	22,668	989,916	3,375,704
1838	65	14,441	872,079	2,601,168
1839	110	24,311	966,936	5,764,384
1840	137	31,266	1,677,124	5,036,676
1841	208	50,277	2,737,772	5,663,248

The above table excepting the first line appears in the minutes of the Board of Trade many years ago. It is printed here as a record and carries the figures back to the time when Montreal was made a port of entry.

STATISTICS OF SHIP CHANNEL IMPROVEMENT.

Year.	
1844.....	Government commences the work (straight channel)
1846.....	Government suspends the work " "
1847.....	Government abandons the work " "
1850.....	Harbour Commissioners take up the work. Depth of channel 11 feet. They adopt the natural channel.
1851.....	Depth of Channel 13 feet.
1852.....	" " 15 feet 2 inches.
1855.....	" " 16 feet 6 inches.
1857.....	" " 18 feet.
1865.....	" " 20 feet.
1878.....	" " 22 feet 6 inches.
1882.....	" " 25 feet.
1888.....	" " 27 feet 6 inches. Works taken over by the Dominion Government.

TABLE SHOWING INCREASE OF WHARFAGE ACCOMMODATION.

Year.		Feet.
1842.....	Extent of wharf space	4,950
1847.....	" " " " (1.55 mile).....	7,070
1856.....	" " " "	8,440
1866.....	" " " " (3.17 miles)	16,737
1875.....	" " " "	20,585
1876.....	" " " " (4.2 miles).....	22,184
1878.....	" " " " (4.46 miles).....	23,548
1882.....	" " " " (4.7 miles)	24,809
1891.....	" " " " (5.2 miles).....	27,360

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Year.	
1853..	Ge
1856..	Al
1859..	Al
1864..	Ste
1867..	
1868..	
1871..	
1872..	(5
1873..	Ste
1874..	"
1875..	
1876..	"
1877..	"
1879..	"
1881..	"
1882..	"
1885..	Ste
1891..	"

PROPORTION OF STEAMSHIPS TO TOTAL OCEAN TONNAGE.

Year.		Number of ocean steamers in the year.
1853..	Genova—first ocean steamship arrived.....	4
1856..	Allan Line commences with four vessels fortnightly.....	16
1859..	Allan Line, weekly, with six vessels.....	35
1864..	Steam Tonnage 36 per cent. of total.....	51
1867..	“ “ 43 “ “	106
1868..	“ “ 51 “ “	105
1871..	“ “ 41 “ “	142
1872..	“ “ 55 “ “	215
	<i>(52 steamships regularly plying to Great Britain. Allan Line 22 vessels.)</i>	
1873..	Steam Tonnage 53 per cent. of total.....	242
1874..	“ “ 64 “ “	266
1875..	“ “ 66 “ “	256
1876..	“ “ 67 “ “	240
1877..	“ “ 69 “ “	247
1879..	“ “ 74 “ “	289
1881..	“ “ 83 “ “	321
1882..	“ “ 85 “ “	352
	<i>(13 regular lines of ocean steamers.)</i>	
1885..	Steam Tonnage 91 per cent. of total.....	441
1891..	“ “ 91 “ “	631

MUNICIPAL STATISTICS.

Year.	Population	Revenue of City.	Assessed value of property.
1844	44,083	\$ 98,360	Taxation on rent only.
1851	57,715	160,226	Taxation on rent only.
1861	90,323	468,961	\$ 28,976,270
1871	107,225	848,380	53,992,000
^a 1881	155,237	1,637,413	66,483,810
1891	215,650	2,440,076	128,413,000

a. Of this increase 14,490 is due to the extension of the city limits. The population within the old limits was 140,747, an increase of 31 per cent.

NOTE UPON THE TRADE TABLES.

An attempt has been made in the following tables to give a connected series of figures showing the development of the trade of Montreal from the year when it was made a port of entry. This has not been an easy task, for the series of blue books published by the Canadian government under the title of "Trade and Navigation Reports," does not commence until the year 1850; and after confederation, the items of imports and exports are not given for each port in detail. Recourse has been had in the first instance to Mr. W. J. Patterson's trade publications and to the reports of the Harbour Board, but breaks in the chain of figures have been filled up from every source where a reasonable confidence could be placed in the statements made.

The imports and exports are taken from the Trade and Navigation Reports from 1850 to the

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present time. In 1864 the government fiscal year was made to end on June 30 instead of Dec. 31. For the sake of clear comparison the odd half year is not separately given, but the figures are all for periods of twelve months. The amount in the column for 1863 is for a year ending Dec. 31st, and those in the columns for 1864 and all after are for years ending June 30th. The overlapping of the six months at the junction does not affect the comparison, twelve month by twelve month.

The shipping figures, inland and sea-going, are from the Harbour Reports, and are for the calendar year. The statistics of sea-going vessels have been found in one place or another as far back as 1832; but the inland navigation statistics can be had only from 1850.

The figures for breadstuffs are from Mr. Patterson's pamphlets or the Board of Trade reports, and are all reduced to terms of wheat. They are all for the calendar year. The separate items of butter, cheese, sugar, cattle, sheep, phosphates and lumber, are likewise for the calendar year because they are taken from the Board of Trade or Harbour Returns, from the Trade and Navigation Returns before 1864, and by special enquiry at the Customs department to fill up the gaps in the series. In the case of teas, however, the figures from 1880 are for the fiscal year.

With these explanations it is hoped that this continuous series of statistics may assist in giving the reader a comprehensive survey over the whole course of trade in Montreal.

LEADING ITEMS OF THE TRADE OF MONTREAL—1842 TO 1850.

	1842	1843	1844	1845	1846	1847	1848	1849	1850
Imports.....	\$8,075,840	\$4,745,510	\$9,902,124	\$10,459,644	\$9,215,632	\$8,253,680	\$6,829,736	\$6,749,636	\$6,905,400
Exports.....	1,714,644	1,512,192	2,969,076	2,777,046	2,617,221	3,363,668	1,542,316	1,955,394	1,744,772
Ocean Vessels—number.....	137	106	182	202	221	221	164	149	222
“ “—tonnage.....	41,319	33,316	48,186	51,295	56,206	62,710	42,157	37,703	46,867
Exports—Butter—lbs.....									395,840
“ “—boxes.....									44
“ Breadstuffs—bushels.....									1,091,435
“ “—number.....									3,726
“ “—tonnage.....									391,520
Inland Vessels—number.....									
“ “—tonnage.....									
Imports—Wheat (flour reduced to terms of wheat)					1,516,309	2,183,916	969,605	3,179,076	

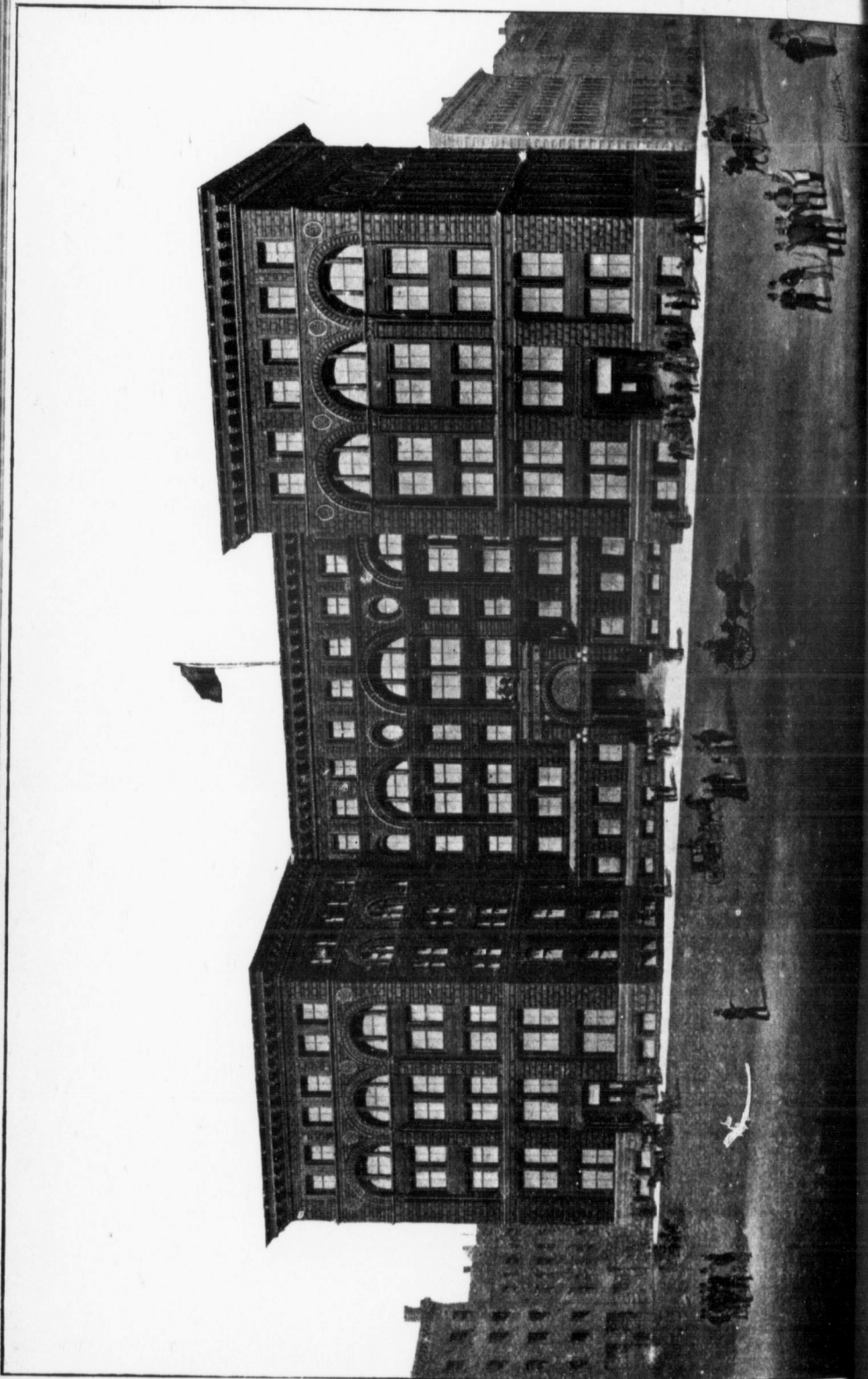
LEADING ITEMS OF THE TRADE OF MONTREAL—1851 TO 1860.

	1851	1852	1853	1854	1855	1856	1857	1858	1859	1860
Imports.....	\$8,804,101	\$8,985,280	\$13,526,156	\$15,264,328	\$12,256,244	\$18,265,404	\$15,594,598	\$12,254,071	\$15,553,571	\$15,334,010
Exports.....	2,119,228	2,073,688	3,531,838	2,200,056	1,902,566	3,525,564	2,917,370	3,422,944	3,044,762	6,020,715
Ocean Vessels—number.....	275	185	252	338	407	517	577	225	230	249
“ “—tonnage.....	58,605	45,185	59,752	70,538	88,154	71,571	67,740	78,809	94,760	121,559
Inland Vessels—number.....	3,846	3,086	4,593	3,521	3,283	3,511	3,728	4,124	4,198	4,538
“ “—tonnage.....	97,115	97,198	427,493	323,578	312,701	383,461	334,528	343,224	459,065	348,632
Exports—Butter—lbs.....	2,141,277	1,207,898	1,159,488	332,496	158,592	610,892	488,432	392,960	1,175,224	2,589,262
“ “—boxes.....						34	31		75	31
“ Breadstuffs—bushels.....	1,493,647	1,402,312	1,921,276	895,268	457,631	2,144,890	2,271,914	2,128,366	976,742	4,593,260
Imports—Wheat (flour reduced to terms of wheat)										
“ “—number.....										
“ “—tonnage.....										
Imports—Raw Sugar—lbs.....	7,115,210	8,750,781	10,459,720	10,528,000	14,316,288	14,857,872	11,681,552	13,573,044	18,081,289	18,862,536

LEADING ITEMS OF THE TRADE OF MONTREAL—1861 TO 1870.

	To December 31st.					From here the fiscal year ends June 30.				
	1861	1862	1863	1864	1865	1866	1867	1868	1869	1870
Imports.....	\$16,197,574	\$20,183,876	\$18,601,794	\$21,226,835	\$20,252,884	\$24,241,217	\$28,130,283	\$24,872,908	\$29,000,000	\$29,000,000
Exports.....	10,411,738	8,755,500		\$21,226,835	\$20,252,884	\$24,241,217	\$28,130,283	\$24,872,908	\$29,000,000	\$29,000,000

soap factories, are mentioned, in the census of 1861, while the product is given most of the establishments withheld information as to capital, raw material and number of employees. The amount of wages was not given. The only figures of this census which have any approximate value are the number of establishments and the total value of product.



THE NEW BUILDING OF THE MONTREAL BOARD OF TRADE.

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THE NEW BUILDING.

If the Honourable Austin Cuvillier, chairman of the Committee which procured the charter of the Board of Trade in 1842, were now alive in the flesh he would no doubt be pleased to know that the first building erected by the Board is upon the site he selected so long ago for his own prosperous business and it may be remarked that, by a singular coincidence, the firm of S. Greenshields, Son & Co., represented by the president of the Board in 1892 carried on its successful business for twenty-five years in the St. Peter street half of the same block until it removed to Victoria square. The Cuvillier business dates far back in the century. Mr. Cuvillier, besides being an able merchant, was member of the legislature for Huntingdon as early as 1815, and in 1842 he was Speaker of the Assembly. His office was at the St. Nicholas street corner. Messrs. Greenshields' business was founded in 1834, and moved into the St. Peter street corner after the great fire in St. Paul street in 1852. Upon a site occupied by its first and its latest officer the Board should feel at home.

The illustration will give a better idea of the building than any long description. The style adopted is a modification of that known as renaissance, of which so many examples exist among the Florentine palaces. The material of the basement is red granite from the Thousand Islands and all the steps and thresholds are of the same enduring material. The superstructure is of

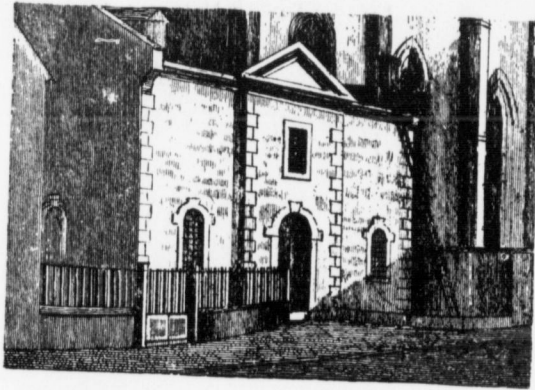
red sandstone from the Moat quarries in Cumberland, England. The general plan of the building is rectangular and its dimensions are 233 feet by 110 feet. The principal, or long, facade faces on St. Sacramento street, with an open court in the centre 104 feet by 54 feet. On St. Nicholas street and on the lane in the rear are projections for the restaurant and Exchange Hall respectively.

There are three entrances on St. Sacramento street, the principal one for the use of members is placed in the centre of the court and opens directly into a corridor 233 feet long by 12 feet wide, running the entire length of the building and affording entrances from the side streets; the corridors from the two other entrances on St. Sacramento street connect with this main corridor, and at the intersections are placed the elevators and staircases.

The Exchange Hall is entered from the principal corridor, it is 50 feet by 80 feet; and 23 feet 4 inches high, taking up two stories in height. The light for this room is obtained through eight large windows in the rear wall and by six windows in the visitors' gallery (which is placed over the main corridor and is the whole length of the hall) and by windows over the two entrances from the lane in rear. The ceiling of the hall and all the floors above are carried on four rivetted steel girders at each floor level; each capable of bearing a load of 75 tons.

To the left of the hall, and raised above it by a few steps, is the reading room, 33 by 38 feet. The opening between this room and the hall is 18 feet in width; thus members using this room may

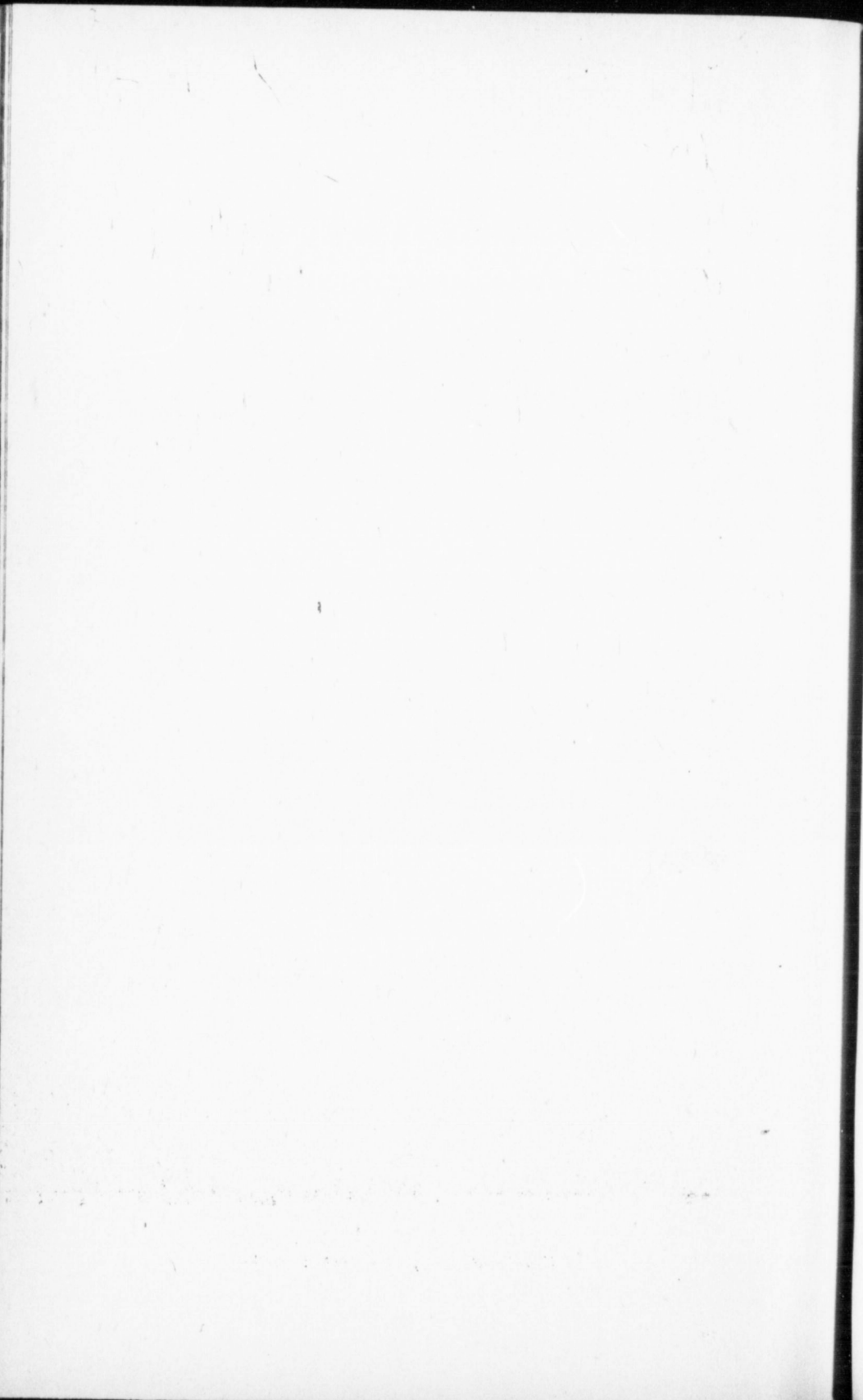
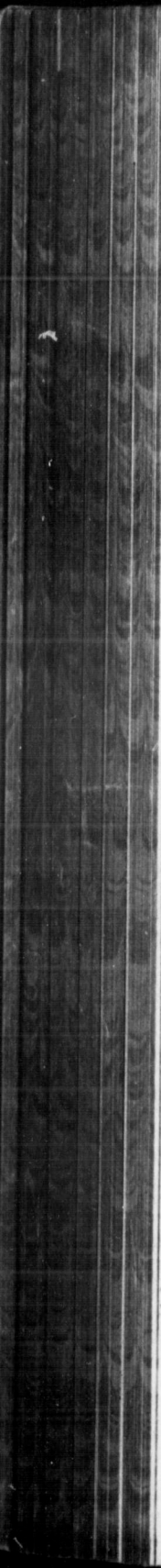




THE BOARD OF TRADE IN 1842.
Originally built for the Wesleyan Methodist Chapel in 1809, and
afterwards the "Exchange and News Room."



CITY HALL.
(Kindly loaned by J. J. McConniff, Esq.)



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On the opposite side, in the St. Peter street wing, is the secretary's office 22 by 30 feet, provided with a spacious vault and divided from the main corridor by a passage leading to the committee room and council room 15 by 30 and 22 by 38 feet in size, respectively.

The building is thus generously equipped for the main object of its erection and the remainder of the space is apportioned into 106 offices, various in size, to be rented singly or *en suite*. Nothing has been omitted to render these comfortable and convenient. Every office has a vault and wash-basin with hot and cold water. On all of the five upper floors are *chutes* communicating with the general post office box on the ground floor. On the basement floor are three large stores for lease.

The restaurant is on the basement and ground floors—extending through the two floors. Its size is 58 by 37 feet and the café and smoking room is 33 by 30 feet. Close to these is a barber's shop provided with bath rooms. The engine room, heating apparatus, cellars, kitchen and laundry are also in the basement.

As a precaution against fire the building is separated into three portions by fire walls running through the roof, all openings being provided with fireproof doors. It is to be heated by steam and lighted by electricity. Everything is provided to make the building complete within itself.

LAYING THE CORNER STONE.

The following is an extract from the *Montreal Star* of May 19th, 1892, giving an account of the ceremony. It was on the 18th of May, two hundred and fifty years before, that Maisonneuve with his own hand felled the first tree cut down by white men upon the Island of Montreal and thus commenced the palisade to protect his encampment.

Commercial Montreal was centred at noon to-day around the site of the new Board of Trade building. The occasion was a memorable one in the history of the Montreal Board of Trade, for it was the laying of the foundation stone of the magnificent new building which the Board of Trade is erecting. Therefore, great interest was taken in the ceremony, not only by the members of the Board of Trade and the commercial community, but by the citizens generally. There was a large concourse of spectators to witness the ceremony, for not only were the streets packed, but the windows of the various business houses looking upon the new building were crowded with sightseers, and prominent were a large number of ladies. The president, Mr. E. B. Greenshields, and the officers of the Board of Trade had assembled in the Board rooms to welcome the guests. Sir Donald A. Smith, M.P., came down from Ottawa, in response to the invitation of the Board of Trade to lay the corner stone. Mr. J. J. Curran, Q.C., M.P., the Hon. Senator Murphy, and Mayor McShane, representing the city were also present. At 11.30 the party proceeded to the new building, where a platform had been erected. Among those present were: Mr. E. B. Greenshields, president; Messrs. Robert Archer, H. F. Bellew, R. Bickerdike, J. H. Birss, Charles R. Black, John J. Browne, Henry Bulmer, James Cantlie, John L. Caverhill, George Chilas, C. J. Chisholm, J. P. Cleghorn, James Coristine, M. Nolan DeLisle, Frank Duckett, R. M. Esdaile, C. P. Esdaile, S. H. Ewing, John Fairbairn, A. F. Gault, R. L. Gault, J. A. Gordon, Charles H. Gould, O. M. Gould, E. K. Greene, Jacques Grenier, M. Hannan, James Harper, R. Harvie, Charles P. Hébert, F. W. Henshaw, George Hodge, J. E. Hunsicker, Edgar Judge, John Kerry, G. M. Kinghorn, R. S. Kinghorn, J. M. Kirk, William Little, Henry Lyman, C. Mariotti, Henry Mason, Alexander Mitchell, L. E. Morin, W. C. Munderloh, A. G.

McBean, Owen McGarvey, John B. McLea, D. A. McPherson, Archibald Nicholl, William Nivin, W. W. Ogilvie, Henry B. Picken, John Pinder, John Popham, Alphonse Racine, H. W. Raphael, D. J. Rees, R. Reford, James E. Rendell, Alexander Robertson, J. C. Rose, J. T. Scanlan, Francis H. Simms, James Slessor, G. F. C. Smith, M. B. Smith, W. B. Smith, William Stewart, S. St. Onge, John Taylor, J. A. Vaillancourt, E. J. Wade, George Wait, Alderman Wilson, Richard White, W. R. Wingham, and many others. The big red granite corner-stone was on the side facing St. Sacrament. Cut in the stone was the inscription.

“ ANNO DOMINI MDCCXCII.”

The proceedings were opened by the President of the Board of Trade, Mr. E. B. Greenshields, who addressed the meeting as follows:—“ Members of the Montreal Board of Trade and gentlemen: It is only right and proper that the corner-stone of the Montreal Board of Trade building should be laid this year, this being the fiftieth anniversary of the incorporation of the Board. The proper recognition of this important event is deferred till next year, when we will be in our new building, and when by a banquet or in some other way we can celebrate the opening of the building. The Board of Trade had its origin in 1822 in a small body of gentlemen who called themselves the Committee of Trade. Well it was for this city that such a committee was established at that early date. During the years that have passed since then, years that have witnessed many changes, the building of railroads and bridges, telegraphy, the building of canals, and the deepening of the St. Lawrence River, the Board of Trade always did its best to help the merchants and forward the commercial interests of the city, thus making Montreal the commercial metropolis of Canada. I hope that Montreal's merchants will always try to keep this city in the proud position she now occupies, but to do this the hearty co-operation of the city's merchants is necessary. The membership of the Board of Trade is at present 1,300, but it should be 5,000, and there is nothing to prevent there being 10,000 members of the Board of Trade. It would soon reach this figure if all were united in the single desire for the welfare of the city of Montreal. When we look over the names of former presidents we see how generously the busiest men gave their time for the interests of the city. I say all honour to these men and the members of the councils who have done their duty so well. There is one name, however, that is not on the list, the name of one who has always been willing to do everything possible for Montreal, I refer to the gentleman

who has come to lay the corner-stone for us, Sir Donald A. Smith. I hope, gentlemen, to see Sir Donald A. Smith president of the Montreal Board of Trade soon, and I know that every member will rejoice on the day he accepts that position. To carry to a successful conclusion the project of a new building, to look for ground, go over plans and raise means for its construction, a man must have a great deal of leisure. Every capacity must be devoted to it, it must be made that man's sole object, and practically for the time being he must live for it. That was the case with your late president, Mr. Robert Archer. As a member of the Council and an officer of the Board of Trade for twelve years, he has lived to see this day. It is largely owing to his exertions that we are to-day laying this corner-stone. And in laying this stone our prayer is that the future members of the Montreal Board of Trade who occupy this building will be able, energetic and honourable business men, who will hand down from father to son the fair name of the City of Montreal, spotless and pure. Gentlemen, I have great pleasure in asking Sir Donald A. Smith to lay the corner stone of the Montreal Board of Trade."

Mr. Greenshields' remarks were greeted with loud applause.

Sir Donald A. Smith then stepped forward to what he evidently felt was a pleasing duty. The tackle was already rigged to the stone, and at the sound of the foreman's whistle the huge steam crane lifted the big piece of masonry in the air. The workmen spread the mortar underneath and all was ready for the final ceremony. With a silver trowel, made for the occasion, Sir Donald touched the mortar. Again the whistle sounded and the stone slowly descended into its position, there to remain till time or the hand of man destroy the building. Striking the stone with a mason's hammer, Sir Donald said distinctly: "I pronounce this corner stone of the new building of the Montreal Board of Trade well and truly laid."

A cheer went up from the crowd, and then Sir Donald went back to the platform, from which he addressed the spectators. He said that in laying the corner stone of a Board of Trade building it was fitting that it should be done in the practical manner that they had witnessed. The Board of Trade had very wisely determined that no display should take place until they had completed the new building, when they would probably ask the city and the members of the Board of Trade to join in a demonstration. The city of Montreal had been a great factor in the commerce of Canada. "In the City of Chicago," con-

tinued Sir Donald, "an old associate told me that when he first went there, just eleven huts were built on the space where the city now stands. We know our natural facilities are equal to any to be found in any part of the country. We know what has been done by the energetic and faithful patriots, whose names were given as being previously connected with the Board of Trade. Looking to what Montreal was fifty years ago, and my personal recollections go back to 1838, the Post Office then was merely a one-story building, such as is commonly met with in a country village, where the whole mail comprises one bag. I know an old lady who remembers when Montreal was little better than a village, and when everyone knew each other's business. We are not so to-day. The merchants of Montreal do honour to the mercantile life of the country. One proof of Montreal's progress is in this magnificent new building, the corner stone of which we are laying to-day. There are illimitable possibilities for the progress of Montreal in the next twenty-five years. It is now only seven years since I held the proud position of driving the last spike in the great road which completely crosses the continent of America. It is a singular honour and privilege to be asked to-day by the Board of Trade to lay this corner stone. I shall look upon it as one of the great events of my life.

I am always very glad to further the interests of the Board of Trade. In those communications between the Board of Trade and the Government, and especially in the matter relating to the Lake St. Peter debt, Mr. J. J. Curran has always been active in forwarding the Board's interests. We have come down here together, I to work with my hands as a labourer, and Mr. Curran to give you a speech. In conclusion, I sincerely trust that God's protection will be with this building and I can only wish for all prosperity and success to the Board of Trade and to the merchants of Montreal."

After Sir Donald A. Smith had concluded, Mayor McShane addressed a few words to the meeting. Representing Montreal, he hoped the laying of this corner-stone would be the foundation for success to the men who had been its authors, the members of the Montreal Board of Trade. They were the factors in the city's prosperity. He wished the Board of Trade every success possible.

Mr. J. J. Curran, Q.C., M.P., was then introduced by the President. He said that he noticed in looking around at the assemblage that they were not all of the mercantile community. There were the merchant princes present, but there were also

the sons of toil, united in a common cause. Montreal was the commercial metropolis of Canada and while he would not dispute the right of others to have dreams of carrying the trade past our doors, that time would never come. The merchants of Montreal were not mere money-makers, however. They looked back with pride to the deeds of those noble men who first laid the foundations of this great city. Over the statue of Maisonneuve which was being erected in this city, they extended the right hand of fellowship to their French Canadian brethren.

Mr. Jacques Grenier also delivered a short address, expressing his pleasure at being present and wishing prosperity to the Board of Trade of Montreal.

Votes of thanks were passed to the speakers, and three hearty cheers were given for the Queen. The silver trowel which Sir Donald A. Smith had used was presented to him, and Sir Donald in a few suitable words thanked the Board of Trade. The trowel is of silver, with a cut of the Board of Trade building engraved on it. On the handle are the beaver and maple leaf in silver, appropriately enough, the seal of Sir D. A. Smith. In the corner-stone, in a tin box, were placed the newspapers of the day, current coin of the realm, reports of the Board of Trade meeting and the photographs of the Building Committee.



THE SECRETARIES OF THE BOARD OF TRADE.
1842-1892.

SYNOPSIS OF THE MINUTES OF FIFTY YEARS.

The records of the Board of Trade have been carefully preserved and in them the commercial fortunes of the city are reflected. The very lists of members present are interesting; for they contain the names of the men who made the history which is narrated in another part of this volume. To make large extracts from these records would be to repeat much that has been said elsewhere, but a few notes may be of interest. The first place of meeting was in what was then the "News The News Room and Exchange. Room and Exchange," a building which was torn down in 1891 to make room for the extension of the parish church of Notre Dame. It was built in 1809 for a Methodist church on the street known then as St. Joseph street, (sometimes Little St. Joseph street) now as St. Sulpice street; and, in 1821, when the congregation moved into their new church on the site of the present St. Lawrence Hall, it was occupied by the Montreal Library (which moved away in 1837), and by the "Merchants News Room" where a large number of newspapers and periodicals were provided for the use of subscribers. This institution merged into the Mercantile Library Association which has also passed away. The first annual report of the Council was in 1843. The government had been increasing the tolls on the Ottawa and Rideau canals, at that time the chief avenues of trade with Upper Canada, and the Council succeeded in getting them lowered, though not quite to the previous level. The construction of a canal to con-

nect Lake St. Louis with Lake St. Francis (Beauharnois canal) was urged, and the home government was memorialized about certain duties on colonial products and about other tariff matters injurious to the colonial trade. The bankrupt and collection laws also were the subject of much attention, and here to avoid repetition it may be said, once for all, that these laws were perennial subjects of discussion and petition; for there is scarcely a year in all the fifty years when they do not come up. The legislature was always nibbling at them and there were periods of exacerbation when sweeping measures were brought up which the Board used to combat with more or less vehemence. The peculiar note of this year was, however, a memorial against continuing the custom house at Coteau du Lac where produce from the sister province of Upper Canada for shipment at Montreal was delayed for entry, and fees were exacted to facilitate quick despatch across the frontier of Lower Canada; a state of things difficult to realize now. In the following year (1844) the Council took up the question of postage. The post office at that time, (as well as the customs) was managed from London, and letters were taxed in proportion to the number of inclosures they were supposed to contain; the Council naturally petitioned to have a uniform rate by weight. Seigniorial dues came up for discussion and abuses in claims made on goods damaged at sea. There were also unnecessary obstructions by the customs in the case of transshipment of goods for Western Canada which were intended to be re-warehoused there. At that time goods from western New York found

1844.

an outlet down the St. Lawrence to Laprairie and thence by rail to St. John's and up Lake Champlain to Whitehall. The commercial prospects of Laprairie were bright in those days and this transit trade received some attention. A strong effort was also made to avoid the compulsory inspection of lumber, and it succeeded so far that Montreal was exempted from the operation of the Act. The year 1845 seems to have been one of those happy periods which have no annals. The merchants were too busy to discuss general principles and were too prosperous to grudge little post office and custom house exactions. The next year 1846 tells a different story; the free trade cloud was spreading over the sky and overshadowing all the future. The Council recognized the true state of affairs. It deprecated any counter agitation as useless, but it petitioned that duties on breadstuffs should be wholly repealed and that everything which was admitted free into the United Kingdom should be free also into Canada. It urged also the repeal of the duty of three shillings a quarter on United States wheat and on all raw materials for manufacture. There was evidently a hope that the exports of the whole St. Lawrence basin would flow down the river. The Council exhorted the merchants to prepare for the inevitable change by pressing on the completion of the canals and lowering the rates of transportation. An unsuccessful effort was made to get the rate of postage on letters down to three pence per half ounce. The same general line was pursued in 1847 and the Council also moved for the repeal of the differential duties in the colonies in favour of British goods and for the repeal of the

1845.

1846.

1847.

navigation laws which prevented foreign ships coming to Montreal for corn. The Council warned the merchants that the crisis had only begun, that remonstrance was useless, and that deepening Lake St. Peter, lowering of tolls and extension of the bonding system were the only means open of readjusting business to the new conditions. The merchants began to meet "on change" and the commencement of a statistical library was made, the telegraph system was founded, and a movement was made to pay duties in currency.

1848. There was plenty of work for the Council of 1848. It persisted steadily in the lines indicated in the two previous years. The inspection of butter was inaugurated and the inspection of flour regulated anew. There were more memorials to the English post office ; for the United States authorities had stopped the private express which used to take letters for the steamers sailing from Boston and the merchants unsuccessfully urged an extra service to Halifax. Between the government at Washington and the government at Downing street the merchants had occupation enough, but the Governor-General granted them the free use of the hall of the custom house for their meetings

1849. "on change." The following year (1849) the same questions came up again. A public meeting was held to protest against the navigation laws. The question of a canal to connect the St. Lawrence with Lake Champlain was first broached and the advice of the Councils of previous years was disregarded ; for a petition was forwarded to the home government setting forth the injury to the empire caused by the adoption of a policy of free trade.

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In 1850 the subjects of deliberation by the Council, and by the Board at its general meetings begin to change. A project for a canal to connect the St. Lawrence with Lake Champlain is approved ; but the merchants want to know where the terminus is to be. The Council urges that the lake channels should be lighted and the pilotage service better performed. The insurance companies are overcharging on the St. Lawrence route and the post office is delaying the outward mails for Europe ; so the Deputy Postmaster-General will write to the Postmaster General in London and inquire what is the matter with the arrangements in New York. Then the Council successfully urges the government to publish more complete statistics of trade. The duties on raw sugars also engage attention and a successful effort is made to modify them. Brokers' commissions are discussed and other charges of a similar nature regulated, the deepening of the channel is urged on and the navigation act is at last relaxed ; but, better than all, Mr. Andrews, the U. S. Consul at St. John, N.B. has come to collect materials for his admirable report on the trade of the great lakes which will eventually lead up to a reciprocity treaty. Negotiations are going on upon this question and will drag along for four years longer. The imperial Copyright Act receives attention also ; for the imperial customs officers are still active in Canada and irresponsible to the Canadian authorities. The Council for 1850 had a good many different things to attend to and attended to them well. One note of discouragement should be recorded ; the merchants cease to meet on change " for trade is languid and an outbreak of cholera is feared."

One more sign of longing, (and it is the last) for "old times" appears; a memorial is drawn up to state the opinion of the Board that free trade has been injurious to British and colonial commerce and the hope that some small preferential duty may be conceded.

1851.

It has been shown elsewhere that just here is the turning point in the commercial history of the city. The merchants will no longer have to ask the Deputy Postmaster-General to write to London to see what is the matter with the shipment of our mails at New York; for in 1851 the Honorable James Morris the first Canadian Postmaster-General assumed charge of Her Majesty's mails in Canada with a seat in the cabinet. Those inaccessible persons the Commissioners of Customs in London cease moreover, their well meant efforts to regulate our commerce and disappear from henceforth from our annals. The minutes therefore of the Board of Trade are cleared of two disturbing elements. The subject which occupied the attention of the Council this year was chiefly the improvement of inland navigation. A definite step was taken to establish an ocean steamship line by making application for a subsidy. The inspection of ashes, flour, meal, beef and pork, and abuses in claims on goods damaged by salt water were also subjects of discussion and regulation. The Champlain canal was again considered and the Council were strangely disturbed about a railway bridge across Lake Champlain at Rouse's Point. This they supposed would obstruct navigation on the river Richelieu and the lake, and, so little did they realize the approach of the railway age that they petitioned the Governor-Gener-

al to take some action in the matter, presumably to make some representation to the United States authorities. The Board gave a public dinner this year to the Honourable Joseph Howe who had been to Toronto to stir up the Government about the railway to Halifax. During the year 1851 the meetings of the Board were held monthly; but the following year (1852) quarterly meetings were decided upon. The minutes of 1852 are not as voluminous as in other years but are remarkable for a special meeting of the whole Board, called on February 17th to discuss the commercial policy of Montreal. This meeting was adjourned, as the subject was too important to be exhausted at one sitting. The first motion was in favour of differential duties against the United States so as to prevent Canada from being made a "sacrifice market,"—this found no favour. The second was in reality what is now known as "commercial union." It was a proposition to form a zollverein with the United States—to abolish all custom houses on the frontier, to adopt the United States tariff and to arrange for some settled proportion of the total customs' dues. After a long debate this resolution was lost. Then the Honourable Thomas Ryan made a motion which was carried; this motion marks the course along which the city has advanced ever since. It was practically on the lines laid down by the Council of 1847, and, in substance, maintained that the true policy was; 1st, to improve our internal communications in every way; 2nd, to establish lines of ocean steamships; 3rd, to inaugurate a policy of protection to home manufactures. A police force for the wharves was established this year in compliance

1853.

with representations of the Board. The merchants of Newfoundland opened up a correspondence upon some questions of tariff duties, but the Council replied that there was a statute of reciprocity with other colonies and that Newfoundland might at any time take advantage of it. In the following year (1853) delegates from the Boards of Trade of Toronto, Kingston, Montreal and Quebec met at the last named city on September 1st to discuss the commercial interests of the country. They resolved that it was time to abandon "the chimæra of reciprocity with the United States so long vainly pursued" and to adopt a "national policy" aiming at protection to native industries and differential duties in favour of the St. Lawrence route. Thus the expression "a national policy" made its first formal appearance in Canada. This year also is noted for a careful consideration of the Champlain canal scheme. It had always been a favourite project of the Honourable John Young and now it came to an issue. He wished to commit the Board to approve of the project in a general way, without stating where the St. Lawrence terminus was to be. This the Board would not do, for the determination of Mr. Young to fix it at Caughnawaga was well known. The matter was referred to a committee and the resolution it drafted was adopted; to the effect that the Board approved of the project of a canal to connect with Lake Champlain, provided that its terminus on the St. Lawrence was at a point where ocean shipping and inland vessels could meet. This resolution practically disposed of the matter although it occasionally comes up in later years. The minutes of the year 1854 are chiefly concerned with the

1854.

harbour. A new Harbour Commissioners' Act had been passed the year before and it was coming into effect. A proposed Bankrupt Act was disapproved of, and Parliament was memorialized on the questions of deepening Lake St. Peter, the reciprocity treaty, the tariff, bankruptcy, improvements of the canal, navigation of the Ottawa, lighting the straits of Belle Isle and harbours of refuge below Quebec. This year the Board moved into a new and more commodious room.

It is very evident from the minutes that business was much more satisfactory during the rest of the decade. There are no great questions for debate. The usual subjects are in the lines already laid down; the harbour, the bankrupt laws, the usury laws, the ship canal etc. In 1855 a project for a canal to connect Georgian Bay with the Ottawa River was brought forward. This project was before the Board for several successive years and, like the Lake Champlain canal, would every little while come up. In this year the French government sent out Captain de Belveze in the frigate *La Capricieuse* to report upon the trade and resources of Canada. He came up to Montreal and the Board entertained him at a public dinner. In 1856 there is nothing to detain the attention and the same may be said of the minutes of 1857, except that the Council point out to the Postmaster-General that the postage of a letter from Canada to the United States is greater than the sum of the separate United States and Canada postages added together. In 1858 the Council succeeded in killing an objectionable bankrupt law, and was able to announce that the usury laws had been at last repealed. In 1859 the Board

1855.

1856.

1857.

1858.

1859.

succeeded in having the ad valorem principle adopted by the government for the whole tariff. The influence of the Board upon the government at this time is very apparent in commercial questions. The minutes of 1860 contain nothing of special interest. Equally bare are the minutes of 1861; it is very evident that prosperous times are not the periods for making history. In 1862 the perennial bankruptcy act comes up again and Mr. Abbott's act is approved of; the pilots of the river are giving trouble and a need for fuller returns of the trade of the city is expressed. This year is, however, notable for the organization of the Corn Exchange Association. The minutes of 1863 besides minor questions contain a notice of the creation of the office of Port Warden and the appointment of Capt. Grange to that position. The Council move to abolish the law compelling foreign vessels to report at Quebec and obtain a license before proceeding to Montreal. In this year delegates were received from Illinois and Wisconsin concerning the Ottawa and Georgian Bay ship canal, and Mr. Shanly's report on this project was printed with the Annual Report.

1864. In the year 1864 the abolition of the reciprocity treaty began to be discussed at Washington and the Board sent out circulars to the Boards of Trade of the great cities of the United States with statistics showing that both countries had been benefited by the great increase in the volume of trade which had grown up under the treaty. The question of a city site for the passenger station of the Grand Trunk Railway had long been in debate. It was fixed this year at Bonaventure street. The first of Mr. Patterson's valuable series of reports

on the trade of Montreal was published in 1864, and the minutes record the satisfaction of the Board therewith. In the following year (1865) a great commercial convention was held at Detroit to consider the advisability of negotiating another reciprocity treaty. The convention was held July 11th to 14th, and delegates were sent from the Montreal Board as also from the Boards of Trade of the other cities of Canada. The Canadian delegation was a very able one, and the Honourable Joseph Howe delivered an address so eloquent and powerful that it turned the tide of feeling. The Canadians abstained from voting on the question though they took part in the debate. The result was that the convention passed an unanimous vote that it was advisable to open negotiations for a new treaty. In this year the Ottawa and Georgian Bay canal project was shelved; for the Board decided that the time had not arrived when it could be made a commercial success. On the 24th of December the Merchants Exchange building, in which were the rooms of the Board, were burned and the library was destroyed. The Board held its meetings afterwards in the hall of the Corn Exchange building. The only meeting worthy of special remark in 1866 is that at which the Champlain canal project was finally disposed of. The subject was brought forward again by the Honourable John Young and urged with his usual vigour, but he failed to convince his hearers, and Sir Hugh Allan moved a resolution, which was carried, that every effort should be exerted to improve the existing canals by enlarging, making them uniform in capacity, and deepening them. The Board was much occupied with tariff ques-

1865.

1866.

- 1867-1868. tions this year and deprecated sudden changes of duties as injurious to trade. There is nothing of special note in the minutes of 1867 and 1868, excepting that in the latter year the Council petitioned the government to amalgamate the Trinity Board of Montreal and the Harbour Commissioners' Board in order to form a united body as "conservators of the river St. Lawrence" from Portneuf to the harbour of Montreal. The question of discriminating rates of freight by railway in winter in favour of western cities came up for the first time. In the following years 1869 and 1870 nothing out of the usual routine of subjects was under discussion. In the latter year the Insolvent Act of 1869 came into operation. The Council had given much attention to this Act as it passed the House of Commons and had approved of it ; so that for a little while the bankruptcy question disappears from the records.
- 1869-1870.
- 1871-1872. There is very little in the minutes of 1871, 1872 and 1873 to call for remark. The railway question came up very frequently in connection with the discrimination in favour of western cities and against Montreal. In 1874 a project for a railway from Parry Sound to Ottawa was brought before the Board and met with favour. The draft of a reciprocity treaty under consideration at Washington was also discussed. The railway question came up again in 1875 and 1876. In the latter year a project for a new bridge—the Royal Albert bridge—to cross the river below the harbour by Ile Ronde and St. Helen's Island, was brought before the Board. While it was admitted that the Victoria bridge was insufficient, the plan submitted was shown to be injurious to the harbour, and the
- 1873.
- 1874.
- 1875-1876.

Board decided, after full consideration, to oppose the granting of a charter.

The minutes of 1877, 1878, 1879, do not call for special notice. The business transacted was of a routine character—the harbour, pilots, the ship channel, insolvency, and such like matters. In 1880 amalgamation with the Corn Exchange Association was first proposed. Nothing out of the common came up in 1881, 1882, 1883 and 1884, although the meetings of the Board were well attended and the Council was much occupied with the regular business of the port and the usual trade questions.

In 1881 there had been some negotiations with the heirs Cuvillier for a site for a projected building, and in 1882 a site on Notre Dame street was proposed. In the same year, 1882, the state of New York abolished tolls on the Erie canal and the Board memorialised the government to reduce the rates on the St. Lawrence canals. This question of reducing tolls occupied the Board during 1885, and the subject of consolidating all the commercial bodies was also considered very fully. But in 1885 came an unlooked-for enemy—the small-pox epidemic—and the Board addressed itself to the novel questions of health, quarantine and vaccination. Its influence was exerted upon all the public officers of the city with good results. The plague soon passed away; but it has left behind it the benefits of a law for compulsory vaccination and an efficient staff of city health officers.

The two following were years of great activity and energy. The minutes are voluminous and are crowded with important matter, difficult to condense into an abstract. In the spring of 1886 the

1877, 1878, 1879.

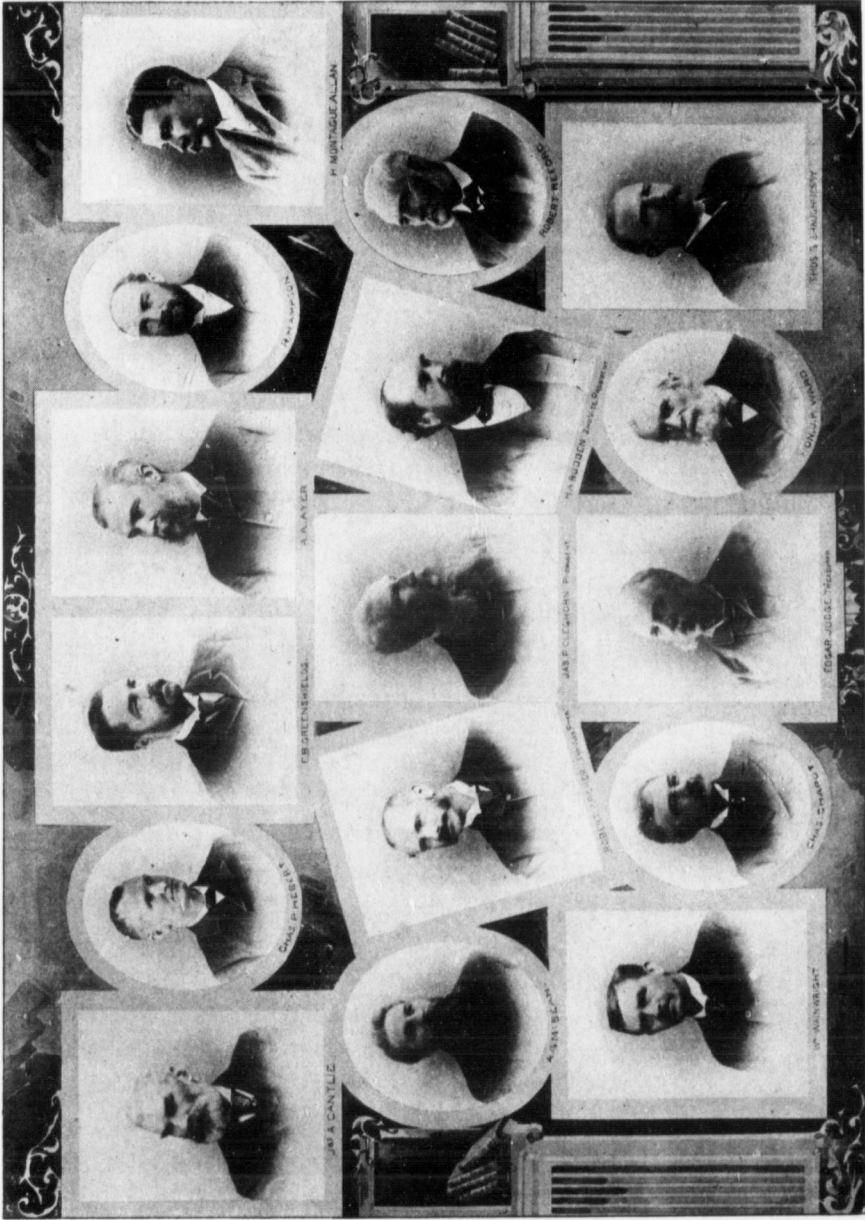
1881-1884.

1885.

1886.

1886. river rose to a height of 5 feet 10 inches, and, in 1887, to a height of 4 feet 7 inches, above the revetment wall. There had been no inundations for a long series of years and the citizens had ceased to fear them. Hence the repetition of such serious floods in two successive years called forth all the activities of the Board. The minutes of 1886 and 1887 are full of the subject. The result is shown in the works now being constructed in connection with the works for harbour extension. The disappearance of smallpox turned into a new channel the awakened interest of the Board in sanitary matters and defects in the quarantine at Grosse Isle were noted, and representations were made to the government thereupon. The amalgamation with the Corn Exchange Association was effected in 1886; although it might more correctly be called a federation, as the autonomy of both bodies was retained. Discriminating rates of freight against Montreal on the Intercolonial Railway were complained of and relief obtained. Remonstrance was made about vexatious proceedings of the customs authorities and a successful opposition was made to the alienation of a portion of Mount Royal park for a botanic garden. Canal enlargement, the conditions printed on bills of lading, and, as usual, insolvency, with many other important questions, occupied the very active Council of 1886. In this year Mr. W. J. Patterson died to the great regret of all the members of the Board.

1887. Scarcely less active was the Council of 1887; for the questions which arose in 1886 were by no means capable of settlement in one year. There was a flood in 1887 also, and the reports of engineers had to be considered. The customs did



COUNCIL, MONTREAL BOARD OF TRADE, 1890.



not cease from troubling, nor had the canals been deepened. The tolls also had to be attended to every year; for the government would only reduce a year at a time. The customary Insolvent Act made its appearance, and the quarantine at Grosse Isle had not been improved. All these were living questions. The Torrens system of land transfer was reported on and recommended, and active measures were taken in opposition to the system adopted by very many cities of taxing commercial travellers. The particular note of the year 1887 is the immense increase in the membership and the widely extended interest taken in the work of the Board. It had been resolved to increase the admission fee to one hundred dollars in the following year, and, in the meantime, a very large number availed themselves of the existing moderate rate, for the Board seemed to be entering upon a new era of usefulness, and the proposed new building with its prospective advantages was an additional inducement.

In the year 1888 the series of annual reports of the Council in separate pamphlet form commences. The activity of the Board shows a marked increase and its usefulness is extending in all directions. The minutes record the assumption by the government of the debt incurred by the Harbour Commissioners for deepening the ship channel. Plans for the extension of the harbour had for many years been under consideration, and in 1889 a committee appointed to examine all the various projects reported in favour of the plan ultimately adopted and now being carried out. Customs questions largely occupied the attention of the Council that year and it also memorialized the government regard-

1888.

1889.

ing the large aggregation of unclaimed dividends and balances in banks. This resulted later in a statute compelling an annual return to the Minister of Finance of all such balances. This is published every year among the government departmental reports. The reports for the years 1890 and 1891 contain evidence of great activity. Plans for harbour extension and protection against floods were considered and approved. The live stock business took up a good deal of attention. The bridge below the harbour came up once more and, though the Council could not prevent a charter being granted, the plan was so modified as to remove most of its objectionable features. But 1890 will be especially remembered as the year when the site and requirements of the new Board of Trade building were decided upon. In 1891 sixteen sets of plans were submitted. An expert, Professor R. M. Hunt of New York, was engaged to go over the plans with reference to the stipulated requirements of the competition, and his report coincided with the judgment of the building committee. The plan adopted received the unanimous approval of the Council and the result now stands before the people of Montreal in the building which worthily commemorates the semi-centennial year of the charter of the Board of Trade.

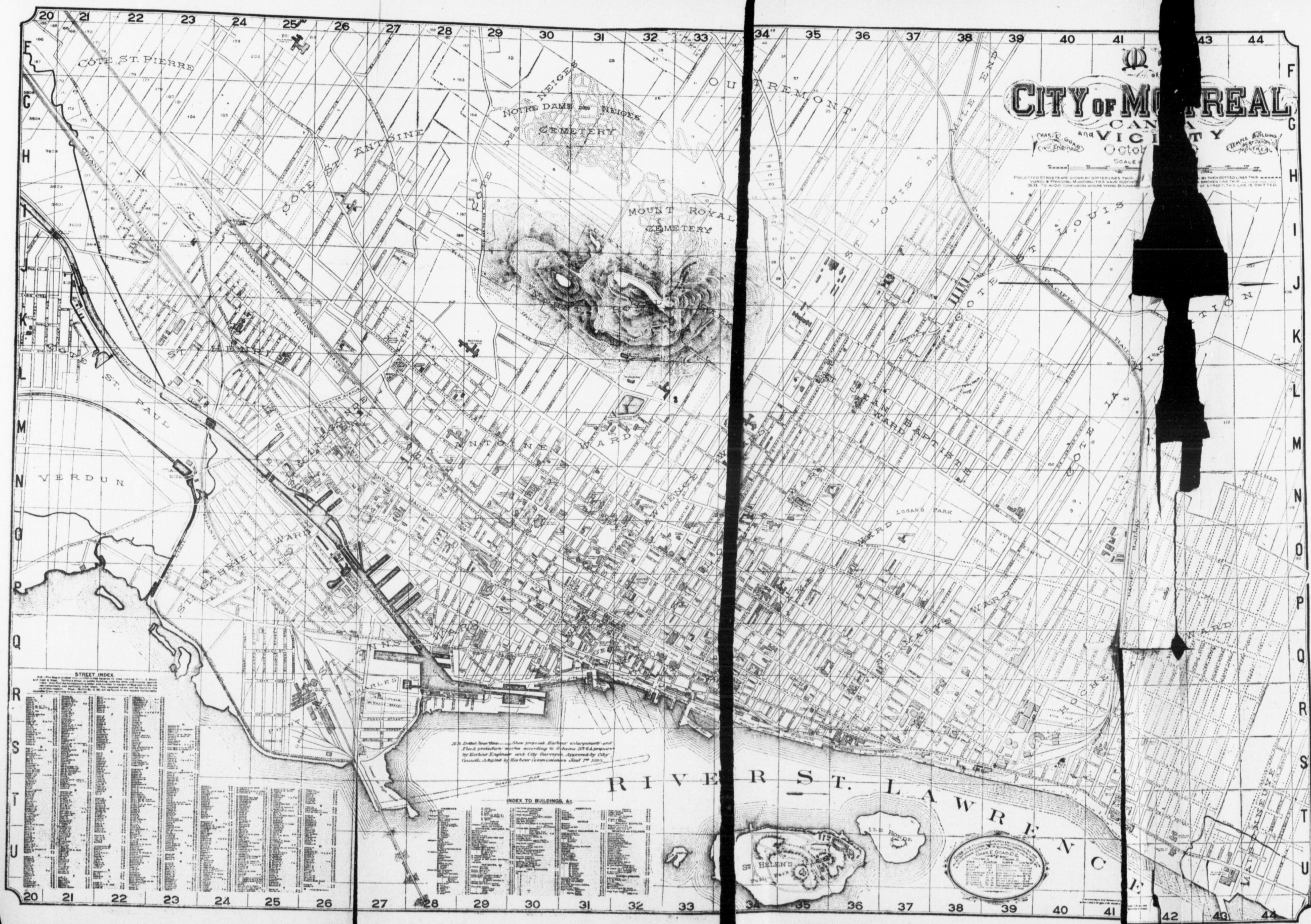
1890-1891.

S. E. DAWSON.



COUNCIL MONTREAL BOARD OF TRADE 1891.





CITY OF MONTREAL

and VICINITY
October 1904
SCALE

STREET INDEX

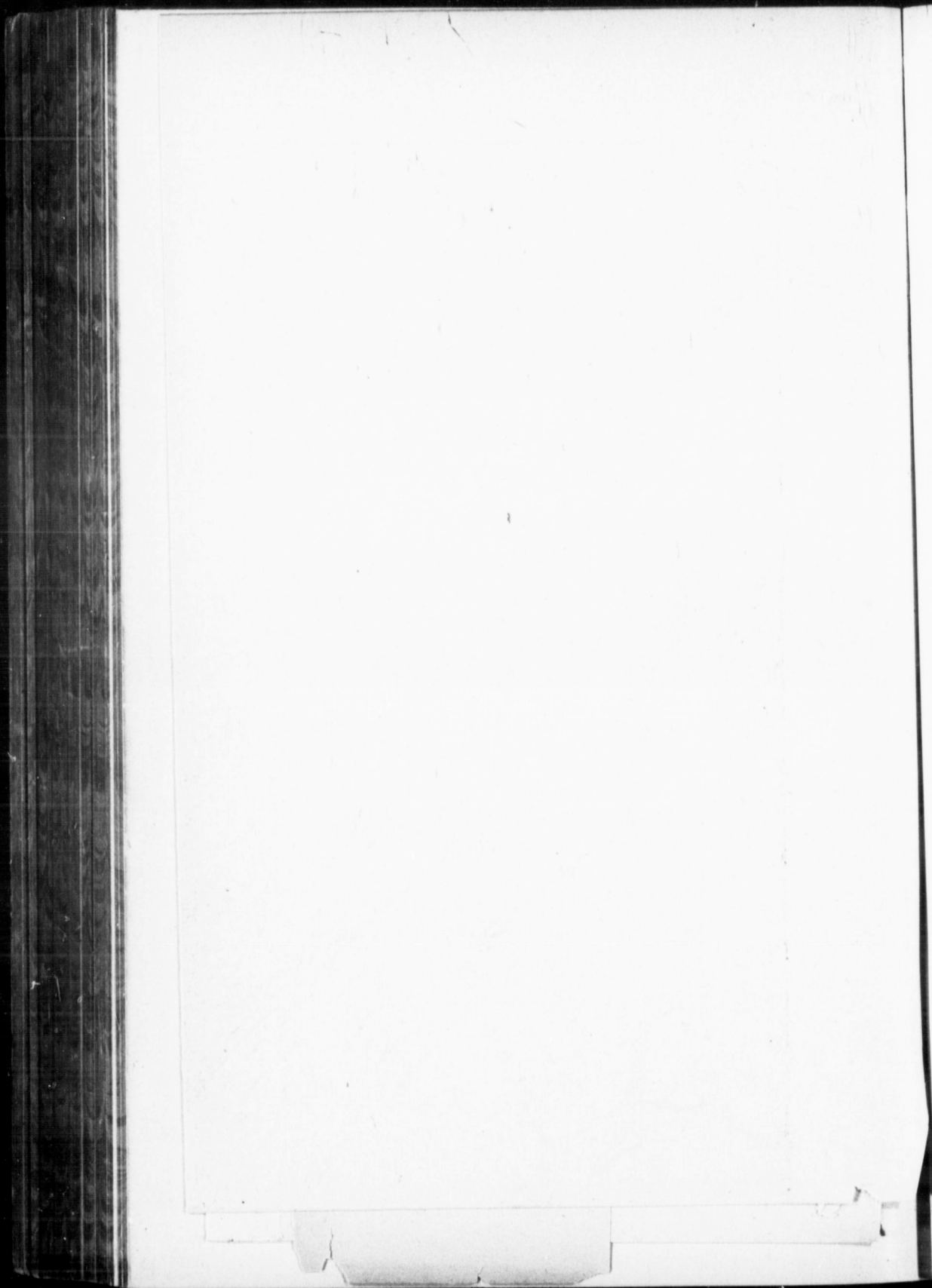
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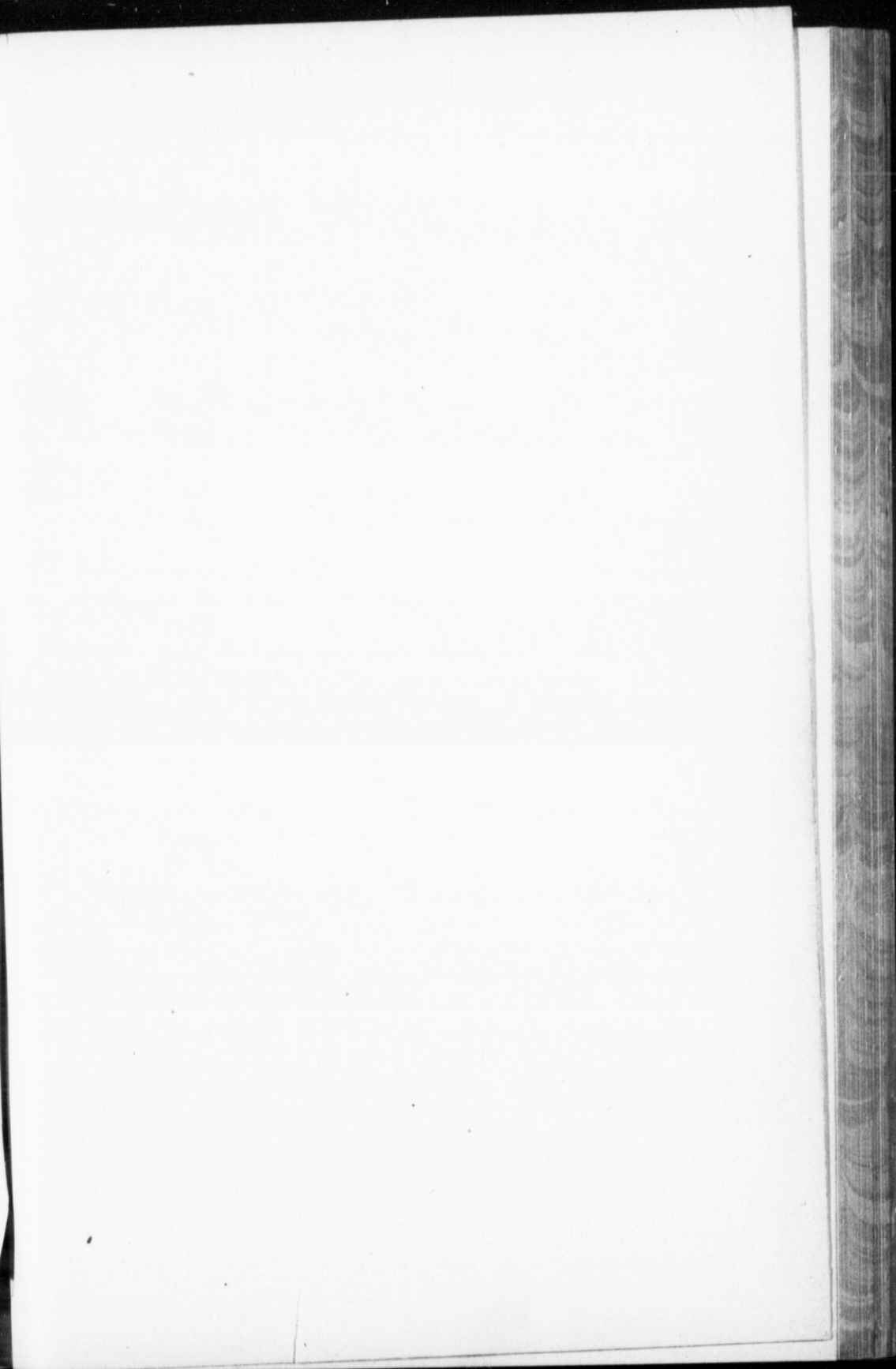
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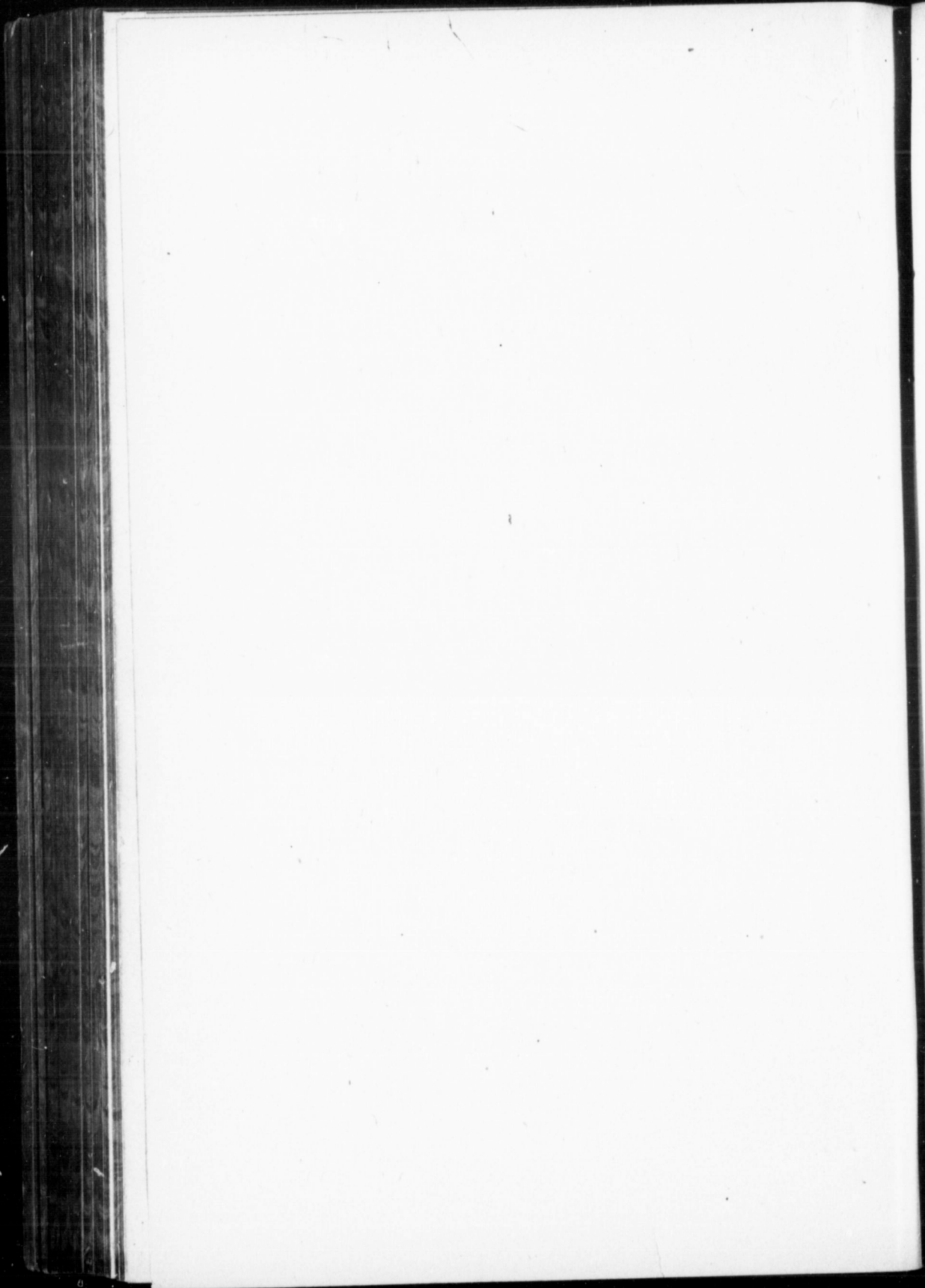
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It is noted that the... the present harbor enlargement and flood protection works according to Scheme 206 approved by Harbor Engineer and City Surveyor. Approved by City Council. Adopted by Harbor Commissioners April 19, 1904.









REPORT.

To the Members of the Montreal Board of Trade,

GENTLEMEN :—

As provided by the By-laws and in accordance with the custom of the forty-nine Councils of the Board which have held office since its incorporation in 1842, the Council herewith presents a general report of its proceedings during the twelve months which have elapsed since you elected it to office.

The year 1892 has been specially memorable to the Montreal Board of Trade, for it is the fiftieth anniversary of its existence as an incorporated organization, and it has witnessed the laying of the corner stone of the Board of Trade building now approaching completion. The former of these circumstances seemed to the Council to call for fuller reference to the history of the Board then could fittingly be given in the usual resumé of the Council's work for the year, and it has therefore added the interesting historical and commercial records of the City and Board which precede this report.

The agricultural interests of the Dominion predominating largely over and affecting directly or indirectly all others, it is gratifying to be able to record that during the past year, the products of all crops in the Dominion have been large. The good harvest, following upon the large one of the preceding year, has had a favourable effect upon the business of the country, for while the crops of 1891 were largely used to pay the accumulated debts of the preceding three years, the 1892 crops will, although the price of cereals has ruled exceptionally low, result in increased expenditure and thus circulate the money in various channels. The unusually dry and open weather in the fall enabled farmers to get their work well advanced, and consequently an early start can be made in the spring.

The following is a record of the failures in Canada and Newfoundland taken from the records of Messrs. Dun, Wiman & Co. and "Bradstreets."

STATISTICS OF FAILURES IN CANADA (INCLUDING NEWFOUNDLAND), FROM 1887 TO 1892.

According to BRADSTREETS. According to DUN, WIMAN & Co.

	No. of Failures.	Assets.	Liabilities.	No. of Failures.	Assets.	Liabilities.
Ontario.....	716	\$1,513,625	\$3,652,959	698	\$3,285,805	\$4,405,858
Quebec.....	565	1,869,781	5,273,547	511	3,997,501	6,021,244
New Brunswick.....	85	334,320	549,002	96	402,435	722,540
Nova Scotia.....	153	487,330	956,320	177	495,780	1,135,120
Prince Edward Island.....	8	61,300	113,000	10	100,600	16,410
Manitoba.....	62	285,956	517,400	90	339,387	597,494
N. W. Territories.....	16	28,002	51,521	98	776,475	660,878
British Columbia.....	74	248,181	452,461	8	23,000	62,647
Newfoundland.....	3	19,000	37,000			
Total, 1892.....	1,682	4,848,095	11,603,210	1,688	9,420,983	13,766,191
1891.....	1,846	6,014,000	14,884,000	1,889		17,100,649
1890.....	1,626	6,746,000	12,482,000	1,847		18,289,935
1889.....	1,616	6,119,585	13,147,910	1,777		14,713,223
1888.....	1,730	7,178,744	15,498,242	1,677		14,081,169
1887.....	1,315	8,407,000	17,054,080	1,252		10,386,884

The number in business in 1892 was 86,751; in 1891, 84,386, and in 1890, 82,696.

N. B.—The figures of Assets are reported as approximates only, the amount realized differing widely from their estimated value.

The closing of the American market by the McKinley tariff to many articles of Canadian produce, naturally led to the export of our goods to other countries and the effect has been that, instead of the exports having been diminished, they show an increase, while the prices realized have been satisfactory. Consequently, the alarm so generally felt as to the possibly injurious effect upon our export trade by that hostile tariff legislation has been proved by practical experience to be less serious than anticipated.

Canadian grains continue to hold a high position in the great markets and cheese is still one of the staple exports. A great deal more butter might readily be exported to Great Britain if dairymen would only aim at a grade to suit that market; Australia, although five times the distance, that Canada is from the mother country, is by careful attention to the quality of the article produced, increasing her export of it. The cattle trade received a check immediately before the close of navigation, a false report that diseased cattle had been landed in Great Britain causing the Imperial authorities to schedule Canadian cattle from 21st November.

The Custom House returns for the port of Montreal for 1892 given below show the large increase of \$6,183,527 in the exports as compared with the previous year, and the 1891 figures exceeded those for 1890 by \$7,437 607, so that comparing 1892 with 1890 an increase is shown in the value of exports in the two years of \$13,621,134. This is a very gratifying record and shows that the produce of the Dominion is finding increased favour in outside markets. On the other hand the imports show a small decrease from last year amounting to \$751,161, and the percentage of duty collected is about one per cent. below that of 1891.

The Harbour Commissioners' figures show as usual an increase in the number of sea-going vessels arriving at this port, which although fewer than in 1890 aggregated a total tonnage exceeding that of any preceding year.

YEARS.	Sea-going Vessels arrived in Port.	Total Tonnage.	Value of Merchandise Exported.	Value of Merchandise Imported.	Customs Duties Collected.
			\$	\$	\$ c.
1892	735	1,036,707	45,648,310	47,667,408	6,812,063.60
1891	725	938,657	39,464,783	48,418,569	7,297,228.51
1890	746	930,332	32,027,176	44,102,786	9,201,426.86
1889	695	823,165	32,538,270	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	7,174,108	1,009,256.80

THE HARBOUR.

The joint works for the enlargement and improvement of the harbour and the protection of the lower levels of the city from inundation have advanced somewhat slowly during the summer, but substantial progress has been made and arrangements for their vigorous prosecution during the coming season are being perfected.

WHARFAGE DUES AND PILOTAGE DUES.

The inland and ocean carriers continue to make complaint of the wharfage dues on import and export cargo, the incidence of which falls heavily on through shipments. The ocean and coastwise steamship

agents also continue to complain of the excessive pilotage dues on the St. Lawrence, more particularly those between Quebec and Montreal where the earnings of the pilots are reported as being twice or thrice as great as those of the pilots at other ports in the Province of Quebec or in the Maritime Provinces. Both subjects are understood to be under discussion between the Harbour Commissioners and the Government.

HOSPITAL AND POLICE DUES.

Police dues continue to be levied at Quebec, and hospital dues there, at Montreal and at other ports in this Province. In consequence thereof the reprisal taxes continue to be levied in United States ports on Quebec tonnage, while Ontario tonnage remains untaxed at home and abroad. It is to be hoped that this long-standing abuse will be dealt with by the Government in connection with canal and other matters when negotiating with the United States.

CANAL TOLLS.

Early in the year the Council addressed the following memorial to the Minister of Railways and Canals on this subject :—

OFFICE BOARD OF TRADE.

MONTREAL, 5th Feb., 1892.

The Right Honourable John Graham Haggart, Minister of Railways and Canals :

SIR,—I have the honour to address you anent the reduced rate of canal tolls granted for several years past upon all grain bound for Montreal and ports east thereof, with the view of encouraging the export of grain via the St. Lawrence route instead of by competing United States routes.

The Council of this Board is aware that already United States grain exporters are endeavouring to make arrangements to ship grain via the Canadian route, and forwarders are therefore anxiously awaiting the issuance of the usual Order-in-Council providing that the reduced rates of canal tolls shall again prevail.

A change was made last year in the system of refunding the amount of the rebate whereby, instead of it being paid to the forwarders as soon as the grain was reshipped from Montreal, the several amounts were held by the Government until the close of navigation, when payment thereof was made in one sum. This is felt to be a great hardship by forwarders, to some of whom the Government was indebted for large sums on account of the rebate for a long period before its payment at the end of the season.

The inclusion of flax-seed in the Order-in-Council is urged, for thus may a portion of the large shipment of the United States product now exported *via* New York, be diverted to the Canadian route. It is further asked that buckwheat be included, as considerable quantities of that cereal were last year exported to Europe.

The Council, therefore, prays for the speedy issuance of an Order-in-Council providing that the rate of toll on wheat, Indian corn, peas, barley, rye, oats, buckwheat and flax-seed, carried through the Welland Canal and the St. Lawrence canals to Montreal or some point east of Montreal, shall be reduced to two cents per ton, and that the reduction shall 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.

The Canadian route to the seaboard has a formidable rival in the United States route, the Erie Canal and the Sault Ste. Marie Canal being free, not only for grain but for all cargoes, craft and cargo alike being passed eastwards and westwards without any toll whatever. The Council would therefore ask you to consider whether the time has not arrived for final legislation by Parliament upon the question of canal tolls. Year after year this Board and other organizations interested in trade by the St. Lawrence route are approached by representatives of the ocean and inland forwarding interests with regard to the rate of canal tolls, and year after year the Government has to be appealed to before even a reduced rate is granted, and the uncertainty consequent upon this most undesirable arrangement operates to the disadvantage of the inland and ocean carrying trade of the St. Lawrence route. So far back as 1885 the Premier (the late Sir John A. Macdonald) spoke as follows to a deputation which waited upon him with regard to charges in the St. Lawrence waterways, and the Council earnestly hopes that the policy therein indicated may now be adopted by the Government: "I quite agree with one of the gentlemen who has spoken that the reduction loses a good deal of its value by being only temporary, and I think that whatever the policy of Parliament, it should be on a permanent basis; it should not be for one season, but for a series of years, so that the trade might know what the prospects were and what they might calculate upon."

Praying your favourable consideration of these representations.

I have the honour to be, Sir,

Your obedient servant,

GEO. HADRILL,

Secretary.

After some delay the Government issued the following Order-in-Council:—

AT THE GOVERNMENT HOUSE AT OTTAWA.

MONDAY, the 4th day of April, 1892.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

His Excellency having had under consideration the tariff of Tolls on the Canals of the Dominion, and the several Orders-in-Council, under which a special rate has from time to time, been established temporarily on certain food products, passing through the Welland Canal and through the St. Lawrence Canals, for ship-

ment at Montreal and ports east of Montreal, is pleased to order in virtue of the powers vested in him by Chapter 37 of the Revised Statutes intituled "An Act respecting the Department of Railways and Canals" and by and with the advice of the Queen's Privy Council for Canada, that the following amendments shall be, and the same are hereby made to the Tariff of Tolls in force on the said Canals, viz :—

That a refund be made of a portion of the Canals tolls collected on wheat, Indian corn, pease, barley, rye, oats, flax-seed and buckwheat which have been carried through the Welland Canal, and the St. Lawrence Canals to Montreal or to any port east of Montreal in all cases where the said products so carried are exported, and in such cases only.

That this rebate be such as to reduce the tolls to two cents per ton of the said products or any of them, and that the conditions of such refund be the following :—

That the products aforesaid on which the rebate of tolls may be claimed shall be shown to have been originally shipped for Montreal or for some port east of Montreal and shall be shown to have been carried to Montreal or to some port east of Montreal, and actually sent out of the country.

That the right to this rebate shall not be lost by reason of intermediate transshipment, provided that the place of such transshipment is one within the Dominion of Canada.

That the right to this rebate shall extend to any portions of cargoes lightered at Port Colborne and re-shipped at Port Dalhousie, and also to shipments of the above named products made from any Canadian Lake Ontario Port.

That payment of the amount to be refunded be made, from time to time, as cargoes of the said products are despatched for export from Montreal or from some port east of Montreal.

That this Order-in-Council remain in force for the present year, 1892 only.

(Signed) JOHN J. MCGEE,
Clerk of the Privy Council.

The Honourable, The Minister of Railways and Canals.

The action of the United States authorities taken in the month of August, imposing from 1st September tolls on Canadian traffic passing through their Sault Ste. Marie canal equivalent in amount to those charged by Canada on United States traffic passing through the Welland Canal, has again opened up the whole canal question and it is hoped that the Government will be prepared to deal with the matter by legislation during the coming session of Parliament.

ABOLITION OF THE LIGHT DUES NOW LEVIED IN THE UNITED KINGDOM.

The abolition of the British light dues on shipping was last year, at the instance of the shipping interest, given notice of by the Council as one of the subjects to be submitted by this Board at the Congress of Chambers of Commerce of the Empire, held in London in June and July, 1892. Shortly before that date the shipping interest memorialized your Council, praying that, by representations to the Dominion Government and to the London Congress, it would endeavour to promote the abolition of the present system of maintaining the light-house service of Great Britain, so that Canadian ship-owners might be relieved from any direct charge therefor, and from retaliatory taxation in foreign countries.

The Council communicated that memorial to Sir Donald Smith and Mr. Peter Redpath, the Board's delegates to the Congress, together with the following draft of a resolution to be introduced by them :—

Whereas, the system of maintaining the light-house service of a country by a tonnage tax on shipping entering its ports is inequitable, and does not now generally prevail, and

Whereas, the continuance of this system in Great Britain has provoked a retaliatory tax on the shipping of this country by the United States, which is not imposed upon ships from countries enjoying a free light-house service, British shippers being thereby placed at a disadvantage with their German competitors ; and

Whereas, Canada, which maintains a free light-house service on its extensive coast line, suffers by reason of Canadian ship-owners (when engaged in the American trade), being compelled to pay, in addition to their share of the Canadian taxation, the dues in British ports and the retaliatory tax in the United States,—

Therefore, resolved, that this Congress take steps toward procuring such change in the system of maintaining the light-house service of Great Britain as will relieve shipping from any direct charge therefor, and the shipping of the Empire from liability to retaliatory taxation by foreign countries.

This resolution was unanimously adopted by the Congress, which requested the London Chamber of Commerce to take the necessary steps for fulfilling its recommendation.

COAL IMPORTERS COMPLAIN OF RESTRICTED SPACE ON WINDMILL POINT WHARF.

The coal importers having complained that since the rails were laid on the Windmill Point wharf the space available for coal was greatly restricted, the Council represented the matter to the Harbour Commission-

ers who arranged a conference between their Chairman, the Harbour Master and the coal importers, at which arrangements were made that were understood to be satisfactory to the coal importers.

PREVENTIVE REGULATIONS AGAINST FIRE ON THE WHARVES.

At the instance of the Marine Underwriters' Association, the Council addressed the Harbour Commissioners suggesting that all oil and lamps be removed from the sheds on the wharves and placed in tanks or iron boxes outside the sheds, and that the quantity of oil in such tanks or boxes be limited to five gallons.—also that smoking be strictly prohibited in or about the sheds. The Harbour Commissioners in replying to this representation stated that the Harbour Master had drawn up regulations for the safe storage of these articles, which regulations had been communicated to the shipping companies and stevedores with a request that they comply therewith.

PORT WARDEN OFFICE.

Port Warden Regulations for loading Grain at this Port.

A paragraph in the Council's report for 1891 stated that, the question having been raised as to whether the grain-loading regulations of this Port might not be modified so as to reduce the expense involved by them, the Port Warden would visit some United States ports for the purpose of ascertaining their grain regulations and the result thereof as affecting the safety of vessels. The Port Warden accordingly visited the ports of Boston, New York, Philadelphia and Baltimore, and on his return reported fully the information thus obtained and with regard to the subject generally. The Council referred the whole matter to the following special committee for full enquiry, consideration and report:—Messrs. Geo. Childs, Chairman, R.M. Esdaile, Chas. H. Gould, W.C. Munderloh and Archibald Nicoll. The labours of that committee occupied several weeks, and its report stated that it had received evidence in connection with the grain-loading regulations of this port as compared with those prevailing in United States ports from sundry ship owners, ship agents, ship captains, steamship companies' superintendents, shippers and marine underwriters, and it concluded as follows:—

The representations of the Marine Underwriters, the Grain Shippers and one of the Steamship lines, were to the effect that the regulations for lining of vessels and stowage of grain cargoes had worked well and should be maintained without

change other than the modifications under consideration, on the other hand two of the steamship lines and two agents of other steamships strongly urged that these regulations be altogether changed, and that the rules of the New York Board of Underwriters, which are much less stringent, be adopted in their stead. After hearing these several representations your Committee was agreed in considering that while the present regulations for the lining and loading of vessels had proved most effectual for the purposes for which they were framed, viz., the safety of the ship and the safe carriage of her cargo, their strict enforcement was unnecessary in many modern steamships, and thus they were felt to be a hardship by the owners of such vessels. This inclined your Committee to recommend that the Port Warden be given discretionary power with regard to the enforcement of the lining and loading regulations, and as the two grain shippers and one of the marine underwriters who gave evidence agreed as to the desirability of such a change, your Committee favours it as likely to remove much of the existing dissatisfaction with said regulations.

Your Committee therefore approves, with a few slight amendments, the draft regulations for the lining and loading of vessels submitted to it, and recommends their adoption by the Council with the addition of the following proviso: The Port Warden is authorized, in cases where the strict enforcement of this rule is in his judgment manifestly unnecessary, to modify them to such an extent as he may deem the circumstances to warrant.

The Council adopted that report, at the same time expressing its obligation to the members of the committee for devoting so much time and attention to the subject to which it refers. Following upon the adoption of that report by the Council, the Port Warden rules and regulations for the lining of vessels and stowage of grain cargoes were accordingly revised and consolidated, the only alteration of consequence being that the grain-lining of the ceiling of the vessel, which had hitherto been compulsory in all cases where there were no ballast tanks, was modified to read as follows:—

D.—In vessels having water ballast tanks in No. 2 and 3 holds, the Port Warden in his discretion may grant a certificate and permit bulk grain to be loaded in No. 1 and 4 holds, when on examination the ship's ceiling in these holds is found to be dry and in good order, the seams caulked and made grain-tight.

Since this rule has been adopted a large number of vessels have been loaded with grain, and so far it has worked to the satisfaction of ship agents and ship masters, and there have been no complaints made respecting it by grain shippers.

DEPUTY PORT WARDENSHIP.

The illness of the Deputy Warden, Capt. G. W. Morrison, in the early spring, led to the appointment by the Council on the 19th April of

Capt. J. A. Vibert to afford temporary assistance during the Deputy Warden's leave of absence. Capt. Morrison's illness proved fatal on 11th of May, and the Council takes this opportunity of supplementing the resolution of regret and condolence adopted at the time by the Port Warden Board of Examiners, to record the high estimation in which it held Capt. Morrison's services and its regret at the loss, while yet in the prime of life, of so faithful and capable an officer. The new Deputy Port Warden was appointed 27th September, when the Council selected from the numerous efficient applicants for the office, Capt. Archibald Reid, for many years wharf superintendent here of the Dominion Steamship Line the appointment being made to take effect on 15th April, 1893, Capt. Vibert being continued meanwhile as temporary assistant to the Port Warden.

OFFICE OF THE PORT WARDEN.

MONTREAL, 31st December, 1892.

To the Chairman and Members of the Board of Examiners for the Office of Port Warden of the Harbour of Montreal.

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

Navigation opened by the arrival from sea of the S.S. "Fremona," on the 23rd April, and closed on the 24th November with the departure of the SS. "Tyr;" the first sailing vessel to arrive was the barque "Yuba," on the 19th May, and the first vessel which entered by the Straits of Belle Isle was the S.S. "Lochmore," on the 17th June.

Four hundred and twenty-two vessels of all kinds were entered in this office with a tonnage of 788,700 tons, being sixty-nine vessels and 131,049 tons over the arrivals of last year. Of these sixty-two were steamers and seven sailing vessels, and it is again satisfactory to mention that no vessels have been reported as missing or lost of this large fleet.

The shipments of various kinds have been very heavy this season as shown in the following table:—

Increase.	1892	Description.	1891	Decrease.
2,523,613	8,817,604	Wheat, bush.....	6,293,991	.....
329,165	2,247,742	Peas, ".....	1,918,577	.....
4,050,556	4,743,341	Oats, ".....	692,785	.....
.....	1,889,550	Corn, ".....	2,146,577	257,027 bus
.....	801,762	Barley and Rye, bush.....	3,283,289	2,481,527 "
219,174 bbls.	817,055	Flour and Meal (equal to bbls).	597,881	.....
116,674 "	433,419	Apples, bbls.....	316,745	.....
59,426,374 feet	172,702,025	Sawn Lumber, feet.....	113,275,651	.....
8,052 tons	10,952	Hay, tons.....	2,900	.....
.....	100,352	Oxen and Horses.....	110,169	9,817 head

The above shows an important increase in many articles and also a serious decrease in oxen and horses. There was also a shortage of 14,872 sheep and hogs, the number being 17,162 against 32,034 in 1891. In sundries, which includes cheese, butter, etc., there has been the very large increase of 20,908 tons. As the result of suggestions made to the Board that the charges for grain-lining of vessels at this port were onerous and unnecessary, the Port Warden was instructed to visit various Atlantic ports and make such enquiries as would enable you to form a comparative judgment between the system of this and other grain-shipping ports. Acting on this the Port Warden visited Boston, New York, Philadelphia and Baltimore, and the report furnished by him, after much discussion by a committee appointed by the Council of the Board of Trade, was revised, and a new code of by-laws adopted with a view to lessen the expense incurred by grain-carrying vessels. These modifications have proved acceptable to the shipping agents of the port, and have apparently been no detriment to the safety of the vessel.

By the death of the Deputy Port Warden, Capt. G. W. Morrison, which occurred on the 12th May, the port and this office have lost a valuable and efficient officer, whose whole energies were devoted to the conscientious performance of his duties. That position has been temporarily filled by Capt. J. A. Vibert, a gentleman of much knowledge and experience, whose services have been acceptable to the shipping interest, and the vacancy having been advertized, several applications were made and the Council of the Board of Trade selected Capt. Archibald Reid, who has been appointed to the office, and enters upon his duties on the 15th April next.

I beg to call your attention to that portion of my report dated 1887, which treats of the great need of a graving-dock being built in this harbour, and is in the following terms:—"Each year vessels arrive in port damaged by various causes, surveys are held and in some cases permission is granted to load cargo for Great Britain, to be docked and repaired on arrival there, others are ordered to be docked at Quebec, involving considerable risk in going to and returning from that port, besides demurrage awaiting tides, etc., all of which would be avoided had we a proper dock into which deep draught vessels could be taken at any hour regardless of tides, and a large amount of money for the purchase of materials and making repairs would be expended in this city." I again commend this to your earnest consideration, as this want is becoming more seriously felt each year, and now that the harbour improvements have been commenced, this work should be proceeded with without delay, as this dock could be utilized for ordinary wharf purposes, or as an extra canal lock when not in use as a graving-dock.

In consequence of the extension of the harbour frontage to Maisonneuve, and so many vessels discharging cargoes at Windmill Point, it has become necessary to increase the outdoor staff of the office so as to give more careful attention to the discharging and loading, which, from the increased number and size of the vessels, makes the duties and responsibilities of the Port Warden more constant and onerous than formerly. This has kept the whole staff, by whom I have been ably assisted, busily occupied during the whole season.

I am, Gentlemen,

Your obedient servant,

JAS. G. SHAW, Port Warden

REMOVAL OF TELEPHONE FROM LACHINE CANAL LOCK NO. 2.

At the request of the Corn Exchange Association, the Council made representations to the Department of Railways and Canals, protesting against the removal of the telephone from Lock No. 2 of the Lachine Canal, and although for a while the instrument was removed, upon receipt of further remonstrances from your Council the Department caused it to be replaced.

DATE OF REMOVAL OF BUOYS AND LIGHTS IN THE RIVER BETWEEN MONTREAL AND QUEBEC.

Owing to representations suggesting that the buoys and lights between Montreal and Quebec be removed on a fixed date at the close of navigation, the Council took the subject into consideration, the result being the adoption of the following minute unfavourable to the proposed fixed date:—
 “The Council therefore finds itself unable to adopt the suggestion, being
 “of opinion that the present arrangement which leaves the matter in the
 “hands of the Board of Harbour Commissioners, is more satisfactory to
 “the trade and is better calculated to protect the general interests of the
 “port. The Council however would recommend that ship-owners who
 “despatch ships to this port should be advised that it is not safe to ar-
 “range for any sailing date later than 23rd November.”

IMPROVED QUARANTINE FACILITIES AT GROSSE ISLE.

The insufficiency of the quarantine facilities at Grosse Isle has, for a long time, been matter of complaint by the Board of Trade and the shipping interest, and for some years past the Council has persistently urged upon the Dominion Government the need for a deep water pier at that station. The outbreak of cholera in Europe last summer showed the absolute necessity of this adjunct to that quarantine station, and caused a full inquiry to be made which showed the Grosse Isle station to be in every way inadequately equipped to meet the possible epidemic. The Council accordingly again addressed the Government, urging that all its quarantine stations be forthwith fully equipped, and that at Grosse Isle there be provided houses suitably furnished for the reception of immigrants, together with a due store of provisions for their maintenance, and also that the work of constructing a deep water pier be pushed forward so that it might be ready in time for the spring

immigration season, in case there is then a recurrence of the cholera epidemic in Europe. The Department of Agriculture, in replying to this communication, said that in so far as possible, the requirements the Council had indicated as necessary at the Grosse Isle station had already been supplied, and that a decision had been arrived at to make Grosse Isle a first class quarantine station with all modern approved appliances. It is understood that the Department is maturing more effective plans for the coming season which will include ample arrangements for debarkation, with ample space for the absolute segregation of the sick and the separation of the suspected from those merely under observation.

Some of the more experienced pilots object to Grosse Isle as being difficult of approach and unsuited for deep water wharfage, and they suggest one or more of the neighbouring islands as being better and more accessible localities for trans-Atlantic steamships. The minister is doubtless giving this question of site the fullest consideration. The shipping interest complains that the ship is unjustly charged with care and keep of the detained passengers and with their subsequent transport from quarantine to Quebec. The Council is of opinion that these expenses being incurred in the general interests of the country are a legitimate charge on the funds of the Department.

It is understood that the Department, taking upon itself the fullest responsibility for the health of immigrants arriving by sea, is concluding such arrangements with the Provincial and Civic authorities as will relieve the latter from all expense and trouble connected with the admission of immigrants and their conveyance to their several destinations.

SHELTER WHARF AT FATHER POINT.

The shipping interest has frequently asked the Government for the construction of a small shelter wharf at Father Point, mainly for the protection and convenience of the Lower St. Lawrence pilots who land and embark there by means of boats. From its position Father Point is also well suited as a place of call for arriving and departing steamships, and if a landing place and shelter for a tender were provided it would be so used as it is also within easy access of the Intercolonial Railway.

UNION STOCK YARDS.

This subject engaged the attention of a committee of the Board last year who recommended that the city and the two railways should unite

in procuring a conveniently situated and suitable emplacement of two hundred acres for the lairage of and traffic in live stock, but none of these bodies appear to have yet moved in the matter. Unless some such public facility is afforded it is impossible for Montreal to become the headquarters of this important trade which from its position belongs to it.

THE RAILWAY COMPANIES MAKE A SEPARATE ITEM OF CARTAGE CHARGES.

On 8th November the Grand Trunk and Canadian Pacific Railway Companies issued a circular stating that on and after November 14th a separate charge would be made for cartage instead of its being, as heretofore, included in the freight rate; and moved thereto by representations from the wholesale trade and other parties interested, the Council addressed the companies urging that the former system of including cartage charges in the freight rate be reverted to as it was considered that the change was detrimental to the trade of this city. The reply of the railway companies was to the effect that the arrangement having been entered into at a meeting of the General Freight Agents of the railways of Canada, it could not be changed until another meeting of that organization, but that if shippers were patient for a short time the companies hoped to be able to make such arrangements as would be satisfactory to them.

REMOVAL OF FREIGHT DISCRIMINATION BY CANADIAN PACIFIC RAILWAY CO.,

Upon representations made by the Wholesale Dry Goods Association, the Council joined that association in representing to the Canadian Pacific Railway Co. the discrimination against Montreal existing from certain points on its line, with the result that the railway company very courteously met the views of the deputation by the issuance of a revised tariff removing the discrimination complained of.

LEGISLATION TO SAFEGUARD PROPERTY, ETC., ENTRUSTED TO TRUST COMPANIES.

The Council has for two years endeavoured, and with success, to check the granting of charters to any trust companies which did not include due provision for the interests of those doing business with them, and this year it formulated the following as the provisions it deemed desirable for incorporation in the charters of all trust companies:—

Provision for deposit by the company with the Government as security, of deposits proportionate to the amount of business they transact.

Separate accounts shall be kept in the names of the parties interested, of the monies and securities of each trust, and at no time shall trust monies form part of, or be mixed with, the general assets of the company, and the company shall, in the receipt of rents, and in the overseeing and management of trust and other property, keep distinct records and accounts of all operations connected therewith, and such trust monies and other property shall not be liable for the ordinary debts and obligations of the company.

The company shall make and furnish annually to the Lieutenant-Governor and to the Legislature a full and unreserved statement of all its affairs, including particulars of its funds, property and securities, the same to be verified on oath of its officers.

The company shall annually render without charge therefor, an account to each particular person, on request, of the properties or monies held by it for such person, showing where and how invested, the rate of interest earned, &c., &c.—and any person being the owner of or entitled to the usufruct of any properties or monies held by the company, shall at any other time be supplied with a statement of the same upon payment of a reasonable charge therefor.

In case of any property, securities, monies, &c., &c., held by the Company in respect to which no interest or dividends have been claimed, nor any other transaction taken place for a period of three years, the Company shall take all necessary means to find the owner or depositor thereof, and if at the end of the year such means have proved unavailing the names of such persons shall be published in the next annual report of the Company.

The Lieutenant-Governor may at any time appoint the Assistant-Treasurer, or some other officer of the Treasury Department, to examine the affairs of the said Company, and to inspect the books thereof in so far as they refer to the Trust Department, and to report to him on the security afforded to those by and for whom its engagements are held as aforesaid; and that the expense of such investigation shall be borne by the said Company.

The Council thereafter had occasion to support the application of one company whose bill included all the desired safeguards, and was successful in procuring, in the bill of another company, the insertion of most of the above provisions for the protection of its clients.

POSTAL MATTERS.

Conveyance of English mails by other than the fastest steamships.—The circumstance that the English mails, via the St. Lawrence route, were frequently brought by slow steamers when fast ones were available, led the Council to address the Government recommending that the mails be carried by the fastest available steamship, irrespective of the line to which it belonged. The Council hopes that the Postmaster-General will bear this recommendation in mind in arranging for the summer service of 1893.

Government Insurance of Registered Letters.—This subject has been brought to the attention of the Council which is agreed as to the desirability of the arrangement so far as the public is concerned, but it has deferred addressing the Government with regard to it until the subject shall be further considered. The system has prevailed some time in England and the privilege of insuring valuable packages is highly appreciated there.

Imperial Penny Postage.—A resolution in favour of this subject was adopted at the 1891 Annual Meeting of this Board, and your Council therefore instructed its delegates to the Congress of Chambers of Commerce of the Empire held in London last summer, to support the following resolution:—

“That, in the opinion of this Congress the establishment of a uniform penny rate of postage between the Mother Country and her Colonies and Dependencies would not only tend to promote trade and freedom of intercourse throughout Her Majesty’s Dominions, but would, in an eminent degree, foster and extend the cordial relations which at present exist between the various parts of the Empire. This Congress therefore respectfully urges Her Majesty’s Government to take steps to secure, with the concurrence of the Colonial Governments, as speedily as may be, the establishment of a system of uniform penny postage throughout the whole of the British Empire.”

The resolution was unanimously adopted at the Congress, and it has since been announced in the London newspapers, seemingly by authority, that the present Imperial Government is favourably disposed towards this reform and is not unlikely to deal with it during the coming session of Parliament.

CUSTOMS MATTERS.

Uniform Appraisal Desired.—Early in the year there was submitted to the Council a numerously-signed petition to the Minister of Customs from a large number of merchants praying for uniformity in the interpretation of the Customs law, and the Council, being thoroughly convinced of the justice of the prayer of that petition, endorsed it by adopting the following resolution, and by representation on the delegation who presented the petition:

“That the Council of the Montreal Board of Trade, having been informed that a petition, largely signed by the merchants, importers, manufacturers and others in the Dominion, will be presented at an early date to the Government through the Hon. Minister of Customs at Ottawa, praying that action be taken to bring about in connection with the Customs Department uniformity in the following: in the interpretation of the Tariff; classification of goods for duty; value

on which duty is to be paid; duties to be paid; and that a qualified officer having experience be appointed; hereby places on record its approval of the petition, and orders that the Secretary, in the name of the Council, respectfully asks that the prayer of the petition be granted."

The Minister, in replying to the petition, admitted the existence of cause for complaint, but saw difficulties in the way of removing it, the most serious being, he said, the large number of custom houses, there being more in Canada with its small population than in the United States. He, however, promised to give the representations made his most serious consideration.

In June another deputation from the Council, together with other importers, waited upon the Minister respecting the above-mentioned petition, when the Minister indicated his desire that some arrangement should be effected whereby uniform appraisement should be secured. In September some members of the Council, with several other merchants, met the Minister, who listened to their representations with marked attention, and gave the delegation to understand that he accepted the principle of uniform appraisement contended for. On 31st October the Council wrote the Minister with regard to its desire for uniform appraisement, and quite recently advantage was taken of the presence on 'Change of the new Comptroller of the department, the Hon. N. Clarke Wallace, to introduce that gentleman to the Council and to intimate its anxiety that the department should take steps to that end. The Comptroller, in a short address, said that he saw the great importance and necessity of uniform appraisement, and that the matter would have his early and careful attention; also, that he thought arrangements would be made to meet the views of the merchants.

The Council trusts that there will be no delay on the part of the Government in remedying the present unsatisfactory state of affairs.

Exaction of Duty on goods lost while in Examining Warehouse.—The Council was addressed in April by a firm of importers respecting a decision in the Exchequer Court which acquitted the Crown from responsibility for goods lost while in custody of the Customs, and enforced the payment of duty on such goods, so that the importers not only lost a valuable packet of goods, but had to pay the amount of duty thereon. The Council, after perusing a copy of the Court's judgment, expressed the opinion that if law, it was not equity, and, thereafter addressed the Premier informally with regard to procuring some amelioration of

importers' disabilities in this connection. The department subsequently acknowledged the justice of the Council's contention by remitting the amount paid for duty on the lost goods; the unfortunate importer has however, under the law, no claim against the Customs for goods lost while in its charge.

Variation in methods of ascertaining strength in Wines, etc.—At the instance of a wine importing firm the Council recently addressed the department with reference to what appears to be a gross injustice. The firm imported some Tarragona wines which the Customs officer here pronounced, after testing, to be of much higher strength than these wines usually test, the importer, believing this test to be incorrect, had the wines tested by the City Gauger, appointed by this Board under Act 28 Vic., chapter 6, who found the wines to be of the usual strength. Another test was made, at the request of the importer, by the Customs Surveyor, whose report agreed with that of the City Gauger. The Customs officer here refusing to admit any error in his test, the importer appealed to Ottawa, but the Customs authorities there, by using the gravity bottle (which gives a higher test than the hydrometer, the usual instrument), obtained a result similar to the Customs officer here, and forced the importer to pay the extra duty his wines were thus rendered liable to, although his competitors in business pay duty on the lower strength given by the hydrometer. The Council recently addressed the Customs Department with regard to this matter in substance as follows:—(1) That the test of the City Gauger, an officer appointed under a Provincial Act of Parliament (whose certificates are the only legal evidence in the Province between buyer and seller, and which certificates must be received as *prima facie* evidence in all Courts of Justice in this Province) should not be set aside by the department as inadmissible evidence. (2) That the tests made by the City Gauger and the Customs Surveyor agreeing, is reasonable proof that they were correct according to the hydrometer test. (3) That the wines in this instance being above 26 are by 53 Vic., chap. 20, sec. 1, par. f, to be ascertained by the Sikes hydrometer, and that, as the bulk of Tarragona wines imported are tested by that hydrometer, it is unfair to place one importer at a disadvantage with his competitors in business by testing his wines with the gravity bottle, which, as the department admits, always gives a greater strength than the hydrometer; That even if technically, the department is justified by the law in its position, yet, until the gravity bottle is the

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generally used instrument for testing wines, no importer should be compelled to pay duty on the higher strength that instrument gives, and that in the case of the importation of Tarragona wines herein referred to, the Department should allow them to be entered at the strength given by the doubly verified test of the Customs Surveyor and the City Gauger.

EXPORT DUTY ON RAW LUMBER.

An influential deputation of lumbermen and pulp manufacturers waited upon the Council and submitted and spoke to a resolution previously adopted by them, recommending the Government to fix such a rate of export duty on raw lumber, etc., as will at least place the Canadian manufacturer on an equality with the foreigner manufacturing from the Canadian product. The Council, after considering the representations made, adopted the following resolution:—

That the Council of the Montreal Board of Trade endorses the principles of the resolution adopted by representative lumbermen and pulp manufacturers, and now submitted by them, and that the Council hereby respectfully suggests to the Dominion Government the adoption of a policy of protection to the forest products of this country, so that Canadian manufactures thereof may be promoted.

PROHIBITORY TARIFF IN NEWFOUNDLAND ON CERTAIN CANADIAN PRODUCTS.

The action of the Government of Newfoundland in imposing a prohibitory tariff upon certain Canadian products, notably flour and pork, was one of the subjects that first engaged your Council's attention after election to office, and it was one of the most serious brought before it during the year. The Council felt that while it would be impolitic for it to interfere in any way in the questions at issue between the Canadian and Newfoundland Governments, it was within its province to urge upon the Dominion Government the procuring of a *modus vivendi* whereunder certain products of the two countries might be exchanged on the same basis as heretofore, and that the action taken might be most carefully and thoroughly considered it, on 9th February, referred the matter to a committee which reported as follows on 14th March.

To the Council of the Montreal Board of Trade.

GENTLEMEN,—Your Committee appointed 9th February, with regard to tariff difficulties between Newfoundland and Canada begs to report as follows:—

That it first wrote the Dominion Millers' Association, the Toronto, Ottawa, Quebec, Halifax, St. John, N.B., and St. John's, Nfld. Boards of Trade, communicating your opinion that, pending the settlement by diplomacy of the questions at issue

between Newfoundland and Canada, a *modus vivendi* should be adopted by the two Governments whereunder certain products might be exchanged between these countries upon the old terms.

That replies endorsing that opinion were received from the Dominion Millers' Association, the Toronto, Quebec and Halifax Boards of Trade, and that a deputation, arranged by the Dominion Millers' Association, met the Government at Ottawa on tenth instant, Messrs. Abner Kingman and Jas. S. Norris kindly consenting to represent this Board on the occasion.

That Messrs. Kingman and Norris met your Committee this forenoon and reported orally in substance as follows:—

That the deputation consisted of representatives of the Dominion Millers' Association (Toronto), the London, Hamilton and Toronto Boards of Trade, and that it was received by the Hon. J. J. C. Abbott, Premier, the Hon. Sir J. S. D. Thompson, Minister of Justice; the Hon. G. E. Foster, Minister of Finance; and the Hon. Chas. H. Tupper, Minister of Marine and Fisheries, all of whom received the delegates most cordially. That the speakers represented that in view of the amount of business which would be done with Newfoundland, it was of urgent importance that some arrangement be effected before the spring business opened. That the Premier in replying said that the Government was fully aware of the importance to Canada of the Newfoundland trade and that the question had not been lost sight of, in fact the Government was prepared to do anything in reason and so far from standing on its dignity it had extended the right hand of fellowship to Newfoundland, but had not as yet been met as it should have been. The Premier added that he was glad to find that the deputation's views were in accord with his, as was evidenced by the circumstance that the Government had some time since suggested to the Newfoundland Government the establishment of a *modus vivendi*. The Canadian Government had cabled to London a proposition that a conference should be held there composed of one representative from the Newfoundland Government, one from the Canadian Government, and a third to be named by the Imperial Government, these three gentlemen to discuss the whole matter. So far, however, an acceptance of this proposition had not been received. The Hon. Mr. Abbott concluded by saying that he was not sanguine of a speedy solution of the difficulty.

That on date of that interview with the Government, but too late for transmittal to the delegates, your Committee received from the Halifax Board of Trade telegraphic communication of the following resolution, adopted by that Board:—

“Recognizing that the balance of trade with Newfoundland has been in favour of the Dominion in proportion of four to one, your Committee has no hesitation in recommending cordial co-operation with Montreal Board of Trade in their efforts to arrange a *modus vivendi* with Newfoundland, and further your Committee is decidedly of opinion that it would be in the best interests of the whole Dominion to withdraw present restricted Custom House regulations against Newfoundland on the basis of mutual concessions.”

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That your Committee is of opinion that the Council should continue to urge upon the Government the withdrawal of all retaliatory legislation against Newfoundland and to trust to diplomacy to arrange other matters in dispute,—and further that the Government should be sustained by the Council in its opposition to a treaty giving rights and privileges to a foreign power on this continent in the British North American inshore fisheries which, jointly with Newfoundland, belong to the Dominion of Canada by birthright and immemorial usage.

The whole respectfully submitted,

JOHN B. McLEA, Chairman.

EDGAR JUDGE,

CHAS. H. GOULD.

MONTREAL, 15th March, 1892.

This report was unanimously adopted by the Council, and its recommendations communicated to the Premier (Hon. J. J. C. Abbott) and the Minister of Marine and Fisheries (Hon. C. H. Tupper).

The Dominion Government's position at that time was defined in a letter from the Hon. C. H. Tupper to the Council which stated that "Canada is willing to revert to the position prior to the enforcement of the Bait Act. She is willing to restore to Newfoundland the suspension of the Act of 1885, if Newfoundland removes the restrictions regarding the bait supply and the traffic in frozen herring, and the tariff of 1891."

After some weeks of anxious expectancy on the part of all those interested in trade with Newfoundland, the following telegram from the Premier dated May 27th, conveyed the welcome intelligence that the tariff difficulties had been satisfactorily arranged: "Arrangements completed with Newfoundland to-day reverting to status quo of 1889. On both sides proclamation will appear to-morrow."

That proclamation was published in the *Official Gazette* of 28th May as follows:—

Whereas by Chapter 33 of the Revised Statutes of Canada, "An Act respecting the duties of Customs," Section 3, it is enacted that fish and other products of the fisheries shall be chargeable with and there shall be collected thereon the rates of duty set forth and described in schedule B to the said Act and set opposite to each of them respectively: Provided, that the whole or part of the duties imposed by the said section may be remitted as respects either the United States or the Island of Newfoundland, or both, upon proclamation of the Governor in Council, which may be issued whenever it appears to his satisfaction that the Governments of the United States and the Island of Newfoundland, or either of them, have made changes in their tariffs of duties imposed on articles imported from Canada in reduction or repeal of the duties in force in the said countries respectively:

And whereas it has been made to appear to the satisfaction of our Governor-General in Council that the Island of Newfoundland has made changes in its tariff of duties imposed upon certain articles imported from Canada in reduction of certain duties heretofore in force in the said Island :

Now know ye that we have thought it fit to proclaim, order and declare, and it is hereby ordered and declared, by and with the advice of our Privy Council for Canada, that the duties imposed by the said Act upon fish and other products of the fisheries hereafter imported into Canada from the Island of Newfoundland aforesaid are hereby remitted.

DESIRED IMPORTATION OF PETROLEUM IN BULK.

At the instance of some members of the Board, the Council considered a petition to Parliament praying that Petroleum and its products should be allowed to be imported in bulk, with the result that the Council endorsed that prayer. The Customs Department in acknowledging the Council's endorsement said, that as it was a matter having reference to tariff, it must necessarily be held in abeyance until such time as there are contemplated changes in the tariff.

INSOLVENCY LEGISLATION.

In accordance with a recommendation contained in the Council's report for last year, the Council took up the question of Insolvency Legislation immediately after its election, and decided that the Curran Bill of 1885 prepared by a committee of the Council should, with necessary alterations, form the basis of any legislation to be recommended, and appointed the following a committee on the subject:—Messrs. E. B. Greenshields, chairman; Jas. A. Cantlie, Geo. Childs, R. M. Esdaile, John B. McLea, James Slessor, Geo. W. Stephens.

This committee after conference with Mr. Jas. P. Cleghorn, whose previous services in connection with Insolvency Legislation are well known and gratefully remembered, associated with it Mr. A. L. Kent, of Messrs. Kent & Turcotte, who was then preparing a draft bill based upon the Curran Bill with amendments from the Quebec Act. This bill was, after careful consideration and some amendments, adopted by the Committee, who thereafter had it printed and copies sent to all the Boards of Trade throughout the Dominion with a letter stating that the Council generally approved its provisions and desired their co-operation in procuring its adoption by Parliament. The main features of this bill were (1.) The doing away with all preferences; (2.) The equitable distribution of the assets of all insolvent estates; (3.) A reasonable

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discharge clause for honest debtors; (4.) The abolition of any class of official assignees as provided in the previous Act.

The replies from the western Boards being favourable to the main provisions of that bill, Mr. Cantlie and Mr. Kent were deputed to proceed to Toronto to confer with representatives of the Toronto, London and Hamilton Boards with a view of coming to some agreement respecting those clauses of the bill on which difference of opinion existed, and on arrival there those gentlemen found that the Toronto Board of Trade had also been working on a similar bill. All the provisions of the measure finally resolved upon were carefully discussed, and a draft bill adopted which was subsequently approved by the Council and included all the important provisions that the Committee were anxious to see in the measure.

A joint delegation was then appointed to interview the Premier with regard to the introduction of the bill, but correspondence with him elicited an expression of his opinion that it would be quite impossible to pass an insolvency bill at that period of the session. The Premier however had expressed his willingness, after the session was over, to meet a delegation upon the question of the introduction of the bill at next session, but owing to the absence from the country of the Premier and the Minister of Finance, and to other causes, that interview was deferred until 15th December when the new Premier, (Sir J. S. D. Thompson) the Minister of Finance, (Hon. Mr. Foster) and the Minister of Agriculture, (Hon. Mr. Angers) received a large deputation from the Montreal, Toronto, Hamilton and London Boards of Trade; the Montreal delegation consisting of Messrs. E. B. Greenshields, C. P. Hébert, Jas. A. Cantlie, J. B. Learmont, J. B. McLea and Jas. Slessor, together with Mr. A. L. Kent. In introducing the deputation your President explained fully the laws of the different provinces regarding insolvency matters, showing clearly the evils that were being continually perpetrated in the name of and under cover of the law, and stated that the merchants of Canada being practically unanimous in their desire to have an insolvent law, had a right to ask the Government to introduce a general insolvent act and thus remove the evil of preferences for individual creditors, which in some of the provinces was a standing disgrace to the whole country. The Toronto delegates explained the difference between the proposed act and the insolvent law of 1875, and addressed the ministers on the legal features of the draft bill. The ministers listened with interest to the representations of the delegates

and requested to be furnished with copies of the draft bill submitted, and suggested that a small committee be appointed from the different Boards present to discuss its provisions with them at a subsequent date. Since then the draft bill has been reprinted, and copies thereof sent to each of the Ministers together with the following letter :—

OFFICE BOARD OF TRADE,

Montreal, Jan. 9th, 1893.

SIR,—Referring to the interview that the deputation of merchants had with the Premier, yourself and other members of the Government on the question of Insolvency Legislation, I have now the honour to enclose a copy of the proposed Insolvent Act.

This draft act has been under the consideration of the Montreal and Toronto Boards of Trade for a year, and the persons who have taken an interest in preparing it have been considering this matter for a number of years, and are familiar with the working of the old insolvent act and of the laws of the different Provinces providing for the distribution of assets, so that the bill has been very carefully compiled and has had the advantage of all the experience which merchants and experts can give.

I am requested to ask your careful consideration of this measure and to express the hope that it will be taken up by the Government and introduced into the House of Commons at the coming session.

A committee consisting of the President of the Montreal Board of Trade, the Vice-President of the Toronto Board of Trade, Mr. A. L. Kent, of Messrs. Kent & Turcotte, of Montreal, Mr. D. E. Thompson, Q.C., of Toronto, and Mr. E. R. C. Clarkson, of Toronto, was appointed at the suggestion of the Government to confer with the Ministers on any point that they might like to have discussed in connection with this measure.

The representative character of the deputation that had the honour of waiting on the Ministry at Ottawa, and the articles on Insolvent Legislation that have since appeared in such papers as the *Shareholder*, *Journal of Commerce*, *Trade Review*, &c., show the general desire on the part of the commercial community that the Government should introduce at the first session of Parliament, an equitable insolvent law applicable to the whole Dominion.

The unfair laws of most of the Provinces in regard to Preferences and Preferential Assignments are a disgrace to any country, and make it very important that a general Insolvent Law, creditable to Canada, should be passed with as little delay as possible.

I have the honour to be, Sir,

Your obedient servant,

GEO. HADRILL

Secretary.

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AMENDMENTS TO THE PROVINCIAL CODE OF CIVIL PROCEDURE RESPECTING
ABANDONMENT OF PROPERTY.

The amendments to the Code of Civil Procedure agreed upon last year by the Quebec and Montreal Boards and published in the Council's Report for 1891, being embodied in a Bill introduced in the Legislative Assembly by Mr. T. E. Normand, M.P.P., your Council supported same by resolution. Subsequently exception was taken in the Parliamentary Committee at Quebec to the following clause, some Members thinking that it should provide, as in the old Dominion insolvent act, for the nomination of the curator by a majority in number and two-thirds in value:—

“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.” Experience of the clause in the old insolvent law with its majority in number and two-thirds in value having been most unsatisfactory, there being frequent conflicts between the majority in number representing an aggregate of small amounts and a minority in number with aggregate of large amount, the Council determined that every effort should be made to pass the clause as it stood in the Bill, and deputed Mr. Chas. P. Hébert and Mr. A. Turcotte to proceed to Quebec for that purpose. The clause was however amended so that the appointment of the curator rested with a majority in value and number combined, the wording of the Insolvent Act of 1875 being followed. The following are abridged clauses of the act as finally adopted, which act is now operative:—

1. A sworn claim and vouchers to be filled with the demand of assignment.
2. The debtor must, on service of the demand of assignment, declare that he consents to assign, and within three days must file with the Prothonotary a statement of liabilities and an estimate of his assets. *Capias* follows refusal.
3. If the debtor is a woman and refuses to assign, the assets may be seized, and a curator appointed in the ordinary way.
4. Meeting to be held within 5 and 10 days of the notice of assignment.
5. The judge must appoint as a curator the nominee of the majority in number and value, and if these conflict, may use his discretion.
6. A demand may be made, proxy signed, or vote given by any person having authority to sign for the creditor in general business matters.
7. The curator, on the advice of the creditors, may contest the assignment.
8. The debtor, or his agent, or manager may be examined under oath before the judge, in respect to the position of his affairs.

While the Council was not successful in procuring the passage of the clause respecting the appointment of curators in the exact terms it desired, the other amendments to the code advocated by it were all incorporated in the Bill.

With these amendments, legislation in this Province respecting insolvent debtors is equitable, but in the other Provinces the laws governing insolvency are very unsatisfactory, and as the distribution of the Assets Acts in Ontario and Quebec are held by most people who have looked into the matter to be "ultra vires," insolvency matters having been especially reserved to the Dominion Parliament at Ottawa at the time of confederation, the urgent need for the adoption by the Dominion Parliament of a general Insolvent Law applicable to the whole Dominion is clearly seen.

QUEBEC PARLIAMENT.

"An Act to Amend the Charter of the City of Montreal."—The following clauses of this Bill were opposed by a deputation of your Council, which was joined at Quebec by delegations from the Canadian Bankers' Association of this city and from the Montreal Real Estate Association:—

Clause 22, Section a.—To levy a tax, not exceeding one per cent., on bank shares or shares in financial companies, and on goods, merchandise and moveables in the city.

Section 1.—To allow aldermen of the city an annual sum for their services, and to impose a fine for voluntary absence from sittings of the Council; the by-law which shall be passed in virtue of this act shall be submitted to the popular vote at the following municipal elections, and the voting shall be in accordance with sub-section 5 of section 8 of the charter.

The result of the representations made by the joint delegation before the parliamentary committee was that both these clauses were withdrawn from the bill.

OBJECTIONABLE METHODS OF PROVINCIAL TAXATION.

While fully recognizing the need for increased Provincial taxation, the Council has had to take exception to some of the means adopted to this end. In March the Council met the Provincial Treasurer, (Hon. J. S. Hall), and urged that the Commercial Corporations tax be reduced or abolished as it had the effect of driving business away from this Province, and of causing a discrimination between corporations and private firms to the advantage of the latter; and, with regard to the Mining tax, the Council asked that it be entirely abrogated as it was having a very damaging effect on that industry. The Treasurer represented that while he might be able to re-

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commend some modification in the Commercial Corporations tax, the heavy expenditure to which the Province was committed would prevent its abolition, and that the Mining tax would, he thought, be either repealed or more equitably adjusted.

In June the Treasurer's proposed new taxation was made public, and the Council supported the Government in its desire to bring on an equitable measure that would put the financial affairs of the Province on a proper basis. On further consideration several inequalities of taxation were seen in the general scheme, and the tax of 1½c. per dollar on transfers of real estate was considered an objectionable one. The following resolution was adopted by your Council and communicated to the Hon. Mr. Hall:—

Resolved,—That the present tax on transfers of real estate is found to be a very onerous one, and has the effect of hampering business in Montreal where the bulk of this tax is collected and that it discriminates against Montreal particularly, (1,) owing to transactions being larger in amount, and (2,) because of the greater activity in real estate business in Montreal. Lovell's Classified Business Directory gives a list of 136 real estate and house agents doing business in Montreal, while in the city of Quebec, for example, there are no real estate agents. The sales in Montreal registered in August of each year for the last three years are as follows:—

1890	139 sales	\$560,254
1891	138 sales	901,587
1892	71 sales	358,434

showing a considerable falling off in August, 1892, part of which is attributed to the tax on transfers.

That the most equitable way of levying a Real Estate tax is by a rate on the assessed valuation of real estate throughout the whole province so that real estate will bear a fair share of the burden. The slightest reference to the registered sales of real estate outside of the District of Montreal will serve to show the unduly large proportion of the tax borne by Montreal as compared with other places, a very much larger proportion than would be borne under a general tax on real estate in the whole province.

That the Council of the Montreal Board of Trade strongly urges the Provincial Government to repeal the present tax on transfers, and substitute therefor a small tax on real estate throughout the Province of Quebec.

The Provincial Treasurer's replies to these several representations indicating that at the fall session of the Legislature these taxes could be reconsidered, further consideration of them was deferred until November when the following letter was addressed to the Provincial Premier, who formally acknowledged it just before he resigned office:—

OFFICE BOARD OF TRADE.

MONTREAL, November 30, 1892.

To the Honourable C. B. DE BOUCHERVILLE, *Premier, Quebec* :

SIR,—The Council of the Board of Trade expressed some time since its hearty approval of the determination of the Government to meet the obligations of the Province for expenditure already incurred, although this involved the necessity of increased contributions from the people. Mature consideration has convinced the Council that certain portions of the scheme of taxation adopted at the last session of the Legislature are unequal, and in many instances burdensome in their operation. As the recognized mouthpiece of the mercantile community, urgent appeals have been made to the Council to place its views on the whole question before the Government, which it now begs permission to do.

While recognizing fully the necessity of providing for the obligations of the province, the Council believes that taxation should be based upon equality of burden, every citizen of the province as well as the total real property of the province, sharing equally in providing for the public charges.

The Council is therefore strongly of opinion that the fairest scheme of taxation that can be devised would be a small impost upon the real property of the province. Such a tax would fall lightly on the country parishes and would be easy and inexpensive of collection. The cities would still bear the bulk of the burden, but the feeling of inequality would cease to exist in view of the fact that all would share in the impost.

If special taxation of the mercantile and professional communities were still necessary, the Council considers that such taxation should be based upon rental, a given percentage being levied upon all business men carrying stock in their own or leased premises, and a larger percentage upon those who carry no stock but simply require offices for the prosecution of their business for which of course a less rental is paid. A tax of the same nature should be levied on the rental of members of the liberal professions, brokers and agents of all kinds, no branch of trade or commerce being exempted. These taxes should be made to apply uniformly to the whole province and thus remove existing discrimination.

The Council strongly objects to the tax on transfers of real estate, inasmuch as the burden falls almost entirely upon the district of Montreal. It is not a case where this district simply bears too large a proportion of a tax, but a case in which it practically bears the whole. The Council memorialized the Government with regard to this impost on the 21st September last, and would again urge that, in common fairness to this city and district, this burden be entirely removed as a tax obstructive to growth and prosperity.

The Council would respectfully remind the Government that this Province is not in a position to bear the burden of excessive and unequal taxation, and would therefore earnestly urge upon the Executive the necessity of the greatest possible economy in the management of the provincial finances. It is scarcely within the province of the Council to indicate where it thinks greater economy might be

practised, but it ventures to point to what it considers an anomaly, viz., the indemnity paid to members in this embarrassed Province is \$800, whereas the sessional allowance of members of the Provincial House in the Province of Ontario is only \$600. The Council is strongly of opinion that this anomaly should cease to exist. The circumstances of the Province seem also to call for a further economy in the abolition of the Legislative Council, due regard being given to the rights of existing councillors.

The intimate bearing of taxation upon trade is the Council's justification for its course in thus addressing the Government. The merchants of Montreal have to contend against an ever increasing severity of competition on the part of western houses, and the maintenance of their supremacy and the consequent prosperity of the city and province depend measurably upon the weight of local taxation they have to bear. The Council thinks the vital importance of the most stringent economy, coupled with a scheme of taxation which shall not press unduly upon any city or class, must be apparent to every one, and it feels it to be its duty to urge its views on the members of the Government.

I have the honour to be, Sir,

Your obedient servant,

GEO. HADRILL, Secretary.

Soon afterwards, (on 28th Dec.) a large deputation of the Council and general members of the Board, together with representatives of other organizations, had an interview in this city with the Hon. Mr. Hall, treasurer, the Hon. Mr. Taillon, premier, and other members of the Provincial Government, when the unequal provisions of the tax affecting the wholesale and retail traders were vigorously objected to by the delegates. The generally expressed opinion was that every one was willing to pay their share of taxation as the necessity of it was clearly seen, but the delegation desired an equitable division of the taxation, and the feeling seemed to prevail that a tax on rentals throughout the Province would be preferred even though in the aggregate Montreal might have to pay a still larger proportion than under the present system. The Premier and the Treasurer intimated that the tax would hereafter be amended in the direction of its more equal distribution, but stated that as there was so little time before the opening of the session, they wished the delegates and those they represented would accept the tax as it was for this year, on the understanding that remedial legislation would be introduced by the Government at the next session of the Provincial Parliament.

As the result of subsequent correspondence with the Hon. Mr. Hall, the council on 10th instant, adopted the following minute which was thereafter communicated to him :—

Revenue.—That if the difficulties in the way of direct taxation of real estate are, as the Honourable the Treasurer intimates, insuperable, the Council would urge that in the cities and wherever practicable, a tax on rentals be imposed, not only on the rentals of business and professional men as mentioned in the Council's letter to the Premier of 30th November last, but also upon the rentals of the private residences of all who would not be liable under the heading of business or professional men, the tax being so arranged that in the case of those who might be liable under both headings, it shall be levied only upon the higher of the two rentals paid. The rental of all dwellings, except in country places, can be easily arrived at, and in places where statistics of rentals are not obtainable, a specific tax of so many dollars should be imposed on all rentals. It is felt very important that all the taxes should not fall on the business community, and even if the cities paid more than they do at present, and even if it cost the Government something to collect the rental tax, it is felt that the necessary taxation would be more equitably imposed in this way.

Expenditure.—That no more subsidies should be granted for the promotion or support of Railways, and that any such subsidies already granted that may have been allowed to lapse, should not be revived or diverted in any other direction or to any other railway, but revert in all cases to the Treasury. This is held to be very important, and it is strongly urged that no diverted subsidies to railways be allowed to appear in this year's estimates.

On the 14th instant another interview took place between the Hon. Mr Hall and a small delegation of your Council and other members of the Board, when several suggestions were made by the delegates respecting the tax on the wholesale and retail merchants.

That interview was probably the conclusion of the present Council's action in regard to this taxation, which the Council believes the Government will in some way modify in the direction of its more equal distribution.

CIVIC MATTERS.

Objections made to City Council Awarding Contracts Without Calling for Tenders.—It appearing that the City Council was likely to award the contract for the electric lighting of the city without asking for tenders, the following letter was addressed to that body:—

MONTREAL, NOV. 23, 1892.

To the Mayor and Council of the City of Montreal:

GENTLEMEN,—The Council of the Board of Trade desires respectfully to state that it has observed with much concern, from reports in the daily press, that there is a possibility that your honorable body is about to depart from the well-established and proper rule that no contract shall be granted until public tenders have been first called for. In the interests of the citizens generally, and especially as repre-

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senting the commercial element of the city, the Council earnestly protests against any such possible departure, believing that no circumstances can warrant the granting of an important contract until public competition has been invited, and the best possible terms on which the needs of the city can be supplied, have been ascertained.

The Council feels that it would fail in its duty to the important constituency it represents did it not enter its protest against any such possible action in the most formal and explicit manner. It recognizes that if on free and open competition previous contractors who have performed their contracts in a satisfactory manner offer terms as favourable as others, then it is but fair that they should receive the renewal of any given contract, but the obviously just and proper principle for which the Council contends is, as stated above, that under no circumstances should contracts be awarded until tenders have been called for.

I am, Gentlemen,
Your obedient servant,
GEO. HADRILL,
Secretary.

One week later the Council made another effort to induce the City Council to proceed in the matter of the electric light contract in accordance with its own pledge previously given that tenders should be called for, and with regard for the interest of citizens, that letter being as follows :—

MONTREAL, Nov. 30th., 1892.

GENTLEMEN,—I have the honour to refer to letter from the Council of this Board, dated 23rd instant, in reference to the awarding of contracts by your honourable body without asking for tenders, and am specially to refer to the contract for the electric lighting of the city.

The Council of the Board of Trade feels very strongly that the pledge given by the City Council on Dec. 27, 1888, when the lighting contract was awarded to the Royal Electric Company, that the contract should not be renewed excepting after tenders had been called for one year before the expiry of the contract, should be kept in good faith. The citizens of Montreal will be able to place little confidence in any resolution of the City Council if a solemn pledge like this is broken, and the Council of this Board hopes that the aldermen will seriously consider this view of the matter before acting.

The Council of this Board is assured that reliable companies are ready to undertake the electric lighting of the city at the rate of one hundred dollars (\$100) per light per annum, and it is almost certain that, if tenders were called for even a less rate than that would be secured by the city. A reduction of twenty-one dollars (\$21) a light on fifteen hundred lights represents a saving to the city of over three hundred thousand dollars (\$300,000), and in the present state of the civic finances it is most important that the saving of this large amount should be effected.

The Council of the Board of Trade would urge every member of the City Council to consider the solemn trust confided to him by the electors to guard the interests of the city in every way.

I have the honour to be, Your Worship's obedient servant,

GEO. HADRILL, Secretary.

That these two remonstrances were ineffectual is now well known, a majority of the City Council disregarding them and other urgent representations from citizens, and awarding the contract for the electric lighting of the city for a term of ten years at a rate believed to be considerably in excess of what might have been procured had tenders been called for.

Improved Municipal Government Required.—As an immediate result of the City Council's indifference to citizens' interests, there has been a general and strong desire developed that the municipal government of the city should be improved, and the Council, appointed the following a special committee to confer with other bodies as to the desirability of endeavouring to obtain amendment of the City Charter in that direction:—Messrs. Edgar Judge, Chairman; Chas. P. Hébert, Geo. Childs, J. Cradock Simpson, James Slessor and subsequently Mr. J. B. Learmont.

That committee held a conference meeting with representatives of the following organizations:—Real Estate Association, Citizens' League, City Improvement Association and Volunteer Electoral League, at which it was resolved that the various organizations there represented should file with the committee their respective views upon the subject of how our municipal government may be improved, in order that such views should be considered by the committee with the object of finding therein common ground for action on the part of said organizations and of reporting same to their representatives at another conference meeting.

Subsequent to the date of that meeting the committee presented a report which, after recounting action taken, stated that it being understood that the Government would not at the forthcoming session amend the City Charter excepting to provide for this year's elections, the committee deemed it unnecessary to presently discuss a general amendment thereof. That report, concluded with the following recommendations:—

That your Committee does however recommend that the Council should strongly urge the Government to provide by immediate legislation for a general civic election in February or March next and if this be obtained, your committee hopes that the new Council may deem it within its province to endeavour to make its influence felt in the direction of securing honest and capable representatives in the City Council,

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That partly as a result of that conference meeting a Municipal Reform Association has been formed, and your Committee deems it desirable that this and other kindred organizations working for municipal reform, should receive the active support of the Board of Trade,

That your Committee in conclusion, begs to express its conviction that there is no subject which comes before the Council of the Board of Trade of greater importance to the welfare of this City than that of the need of good municipal government, and until it be obtained your Committee recommends that a committee on municipal affairs be maintained by successive Councils,

The Council has accordingly addressed the Provincial Premier praying that his Government will immediately take the necessary steps to bring about a general election of Aldermen for the present year, and that such election shall not be fixed for any date before the 1st of March so that time and opportunity may be afforded to citizens to bring out suitable candidates and to make arrangements to secure their election.

INCREASED ACCOMMODATION NEEDED FOR CROSSING THE LACHINE CANAL AT WELLINGTON BRIDGE.

The need of increased accommodation for crossing the Canal at the Wellington Bridge becomes more pressing each year, and has been urged upon the Government by previous Councils, the following resolution being adopted on 16th Dec., 1890 :

Resolved,—That in view of the large and increasing traffic across the Lachine Canal, the Council of the Montreal Board of Trade would urgently impress upon the Department of Railways and Canals the absolute necessity of immediately constructing the new bridge provided for in the estimates of this year, and

That the Council also asks for the replacement of the present Wellington Street and Black's bridges by new structures having not less than four tracks each for vehicles and two sidewalks, and

That it is respectfully recommended that care should be taken in building the necessary piers that they be sunk low enough to warrant the prosecution of the contemplated deepening of the canal as soon as decided upon.

When recently it became known that the Government had yielded to the repeated entreaties for increased accommodation for crossing the Canal, and was about to commence erecting a new bridge, an agitation sprung up in favor of a sub-way instead which threatened to cause the indefinite postponement of that long desired improvement. Your Council therefore addressed the following letter to Mr. J. J. Curran, M.P., that gentlemen having been largely instrumental in inducing the Government to make an appropriation for the new bridge:—

OFFICE BOARD OF TRADE,
Montreal, November, 18, 1892

DEAR SIR,—At a special meeting of the Council of the Montreal Board of Trade held to-day, the question of the Wellington street crossing over the Lachine canal was discussed, and after full consideration of the matter the Council sees no reason to change its views as previously expressed, viz., that, in view of the large and increasing traffic at this point, it is absolutely necessary that the new bridge provided for be constructed at once, and that care be taken in building the necessary piers that they be sunk to a sufficient depth to allow of the contemplated deepening of the canal.

The Council would like you to again urgently impress upon the Department of Railways and Canals the importance of at once proceeding with this work, as the necessity for prompt relief at this point is emphasized by every day experience.

The Council is in favor of the construction of a tunnel under the canal, if it is found to be practicable in connection with the proposed ship channel and deep water basins for sea-going vessels above Wellington bridge. It thinks, however, that this might be left until the construction of the deep water basins in the lower reaches of the canal, about which the Council memorialized the Government on May 22nd, 1891.

I am, Dear Sir,

Yours truly,

GEO. HADRILL,
Secretary.

DEPOSITS ON ACCOUNT OF GENERAL AVERAGE BOND.

The custom of exacting deposits on account of average bond without allowing interest thereon, has long been felt by importers to be unfair, and the Council of this Board in 1887 adopted a report recommending that any portion of the money deposited not required for immediate expenditure for salvage charges and other expenses should be deposited in a bank at interest, and that when average is settled, merchants should be allowed their proportion of interest so earned. The matter was again brought to the Council's attention early this year, and the following report adopted which it will be noticed was agreed to by the steamship agents at this Port:—

To the Council of the Montreal Board of Trade:—

GENTLEMEN,—Your committee appointed April 19th to meet shipowners with regard to your desire that interest should be allowed on deposits on account of General Average Bond, begs to report

That having met representatives of the trans-Atlantic steamship companies, these gentlemen express themselves as ready to accept it as an additional rule or

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custom of port, that hereafter general average statements adjusted in Montreal shall be made up with interest at four per cent. per annum in favour of depositors on their unexpended balances, whenever these exceed the sum of fifty dollars.

Respectfully submitted,

CHARLES P. HÉBERT,
Chairman.

CHAS. H. GOULD.
W. C. MUNDERLOH.

We the undersigned Steamship Agents hereby agree to the foregoing :—

H. & A. ALLAN,
for the Allan Line.

MUNDERLOH & Co.,
Agents for Hamburg Am. Packet Co.

ROBERT REFORD & Co.,
for Donaldson, Thomson and Ross Lines of Steamships.

DAVID TORRANCE & Co.,
Agents for Mississippi and Dominion Steamship Co.

H. E. MURRAY,
for the Beaver Line.

A CHANGE DESIRED IN THE SYSTEM OF QUOTING STERLING EXCHANGE.

The present system of quoting sterling exchange, which is based on the old Halifax currency, renders quotations unintelligible to the general business public without the use of tables; the Council has therefore strongly represented to the Canadian Bankers' Association its desire that the system be abandoned and the quotations of sterling exchange given in dollars and cents to the pound sterling. The Bankers' Association has the matter under consideration, and your Council is in hopes that it will decide to make the desired change so that thereafter every quotation will clearly explain to the public what the pound sterling is worth expressed in dollars and cents. as is the custom in New York.

INTERNATIONAL EXHIBITIONS.

Columbian Exposition, Chicago, 1893.—Mr. S. C. Stevenson having offered to read a paper before the Board with regard to the advantages to Canada of the Columbian Exposition, the Council invited him to address the April quarterly meeting. Mr. Stevenson's address proved very interesting, and at its conclusion the following resolution was adopted, there being some doubt then as to whether the Dominion Government was prepared to incur any considerable expense on account of the Canadian exhibit :—

Resolved,—That in the opinion of the Montreal Board of Trade in quarterly meeting assembled, it is desirable that the Dominion Parliament should vote a

liberal sum in order that Canada may be adequately represented at the approaching Columbian Exposition.

This resolution was communicated to the Minister of Agriculture, and the Council subsequently learned with satisfaction that the Dominion Government appreciated so well the importance of a good exhibit of the produce and manufactures of the Dominion as to have apportioned to date the sum of \$105,000 to secure it. The Provincial Government has also voted \$12,000 towards assisting exhibitors at that Exhibition.

Italo-American Exhibition at Genoa, 1892.—The Italian Consul, Mr. A. M. F. Gianelli, as representative for the Italo-American Exhibition at Genoa, addressed the Council early in May stating that while owing to the very short notice given, the Dominion Government was not participating in that Exhibition, private parties might, he thought, exhibit cereals with a certainty of establishing a trade with Italy. The Council gave publicity to this information through the newspapers.

Cette Exposition, 1893.—An intimation was received and made public that an International Exhibition would be held at Cette (Département de l'Hérault, France), in 1893.

SECOND CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

The letter from the London Chamber of Commerce, the promoters of the Second Congress of Chambers of Commerce of the Empire, inviting this Board to be represented at that Congress was embodied in the Council's report for 1891, which also contained a list of the subjects suggested for discussion. This year the Council appointed Sir Donald A. Smith and Mr. Peter Redpath as delegates from this Board to the Congress, and formulated its desires with regard to the subjects to be there discussed as follows:—

That any resolution favouring the following be supported by the delegates:

"The necessity of an Imperial system of decimal currency, weights and measures."

"An Imperial system of penny postage."

"Direct telegraphic communication throughout the Empire"

That with regard to "Commercial relations with the mother country and her colonies and possessions, with special regard to the renewal of European treaties and recent commercial legislation in the United States,"

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the delegates should support any proposal consonant with the following resolution adopted by the Dominion Parliament on 26th April:—

“That if and when the Parliament of Great Britain and Ireland admits Canadian products to the markets of the United Kingdom upon more favourable terms than it accords to the products of foreign countries, the Parliament of Canada will be prepared to accord corresponding advantages by a substantial reduction in the duties it imposes upon British manufactured goods.”

That with regard to the subject introduced at instance of this Council, i.e. “The desirability of abolishing the light dues on shipping now collected in the United Kingdom” the delegates submit the following resolution:—

Whereas the system of maintaining the light house service of a country by a tonnage tax on shipping entering its ports is inequitable and does not now generally prevail, and

Whereas the continuance of this system in Great Britain has provoked a retaliatory tax on the shipping of this country by the United States, which is not imposed upon ships from countries enjoying a free light-house service, British shipowners being thereby placed at a disadvantage with their German competitors, and

Whereas Canada, which maintains a free light house service on its extensive coast line, suffers by reason of Canadian shipowners (when engaged in the American trade) being compelled to pay, in addition to their share of the Canadian taxation, the dues in British ports and the retaliatory tax in the United States,—

Therefore resolved that this Congress take steps towards procuring such change in the system of maintaining the light house service of Great Britain as will relieve shipping from any direct charge therefor, and the shipping of the Empire from liability to retaliatory taxation by foreign countries.

That action on the following other subjects be left to the discretion of the delegates:—

“Boards of conciliation for labour disputes.”

“The codification of the commercial laws of the Empire.”

“Imperial registration of trade marks and the adoption throughout the Empire of the Merchandise Marks act.”

“Bills of Lading reform.”

“Factory legislation throughout the Empire.”

“Commercial Education including the scheme initiated by the London Chamber of Commerce.”

“Emigration and Colonization.”

Sir Donald Smith and Mr. Redpath, in writing respecting the sessions of the Congress, both referred to the printed report thereof published in the *Chamber of Commerce Journal* as giving a full account of the

proceedings, and said that the views of the Montreal Board of Trade and of Canada generally with regard to inter-Imperial trade were very forcibly stated by Sir Charles Tupper, and that although those views were not supported by the majority, some of the English chambers spoke and voted on their side,—also that it was admitted on all hands that the Congress was most successful and that it was believed that its effects would be beneficial in the interest of the United Kingdom as well as of the Colonies.

The following record of the Congress, compiled from the verbatim report in the *Chamber of Commerce Journal* of the resolutions and amendments offered and the resolutions as finally adopted, will be found interesting, the more so that the report itself being lengthy and the subjects intermittently discussed, it is not easy for the casual reader to discover from it the nett result of the proceedings as here given :—

The Second Congress of Chambers of Commerce of the Empire, the organization of which was started in January, 1891, and carried through by the London Chamber of Commerce, was held (by kind permission of the Court) on the 28th, 29th and 30th June and 1st July, in the palatial Hall of the Worshipful Company of Merchant Tailors, Threadneedle Street, London, E.C., where every facility conducive to the comfort of those taking part in the proceedings was afforded. Throughout the four days the attendance of special visitors and of delegates was well maintained. The President of the Congress was the Rt. Hon. Sir John Lubbock, Bart., M.P. (President of the London Chamber of Commerce), and he was supported on the platform from time to time by Honorary Vice-Presidents, members of the Organizing Committee, and members of the Council and Council of Reference of the London Chamber.

COMMERCIAL RELATIONS.

It was unanimously resolved,—“That, in the opinion of this Congress, it is expedient that arrangements should be devised to secure closer commercial union between the Mother Country and her Colonies and Dependencies.”

It was moved,—“That, in the opinion of this Congress, any fiscal union between the Mother Country and her Colonies and Dependencies, by means of Preferential Duties, being based on Protection, would be politically dangerous, and economically disastrous; and that the arrangement which, more than any other, would conduce to an intimate commercial union, would be by our self-governing Colonies adopting, as closely as circumstances will permit, the non-protective policy of the Mother Country.”

It was moved in amendment to the foregoing, but lost on a vote of 33 ayes and 58 noes,—“Whereas the British Empire, covering one-eighth of the inhabitable globe, with a population of three hundred and fifty millions, can amply supply the home market with the productions of every clime at the lowest possible cost, and

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"Whereas a national sentiment of mutual interest and brotherhood should promote more extended commercial relations between the Mother Country and its many Colonies and Possessions, *Resolved*,—

"That in order to extend the exchange and consumption of the home staple products in every part of the British Empire, a slight differential duty, not exceeding five per cent., should be adopted by the Imperial and Colonial Governments in favour of certain home productions against the imported foreign articles."

It was moved in amendment to the original motion, but lost,—“That, in the opinion of this meeting, it is desirable that all articles of British or Colonial produce or manufacture shall be subject to equal duties and not to differential duties upon the tariff levied upon similar articles in any particular part of the British Empire, provided that the articles of produce or manufacture in the various parts of the British Empire, shall not be subject to higher, but may be subject to lower duties than those which may be imposed upon similar articles of foreign origin.”

The original resolution as follows was then carried on a vote of 47 ayes and 34 noes:—“That, in the opinion of this Congress, any fiscal union between the Mother Country and her Colonies and Dependencies, by means of preferential duties, being based on protection, would be politically dangerous, and economically disastrous; and that the arrangement which, more than any other, would conduce to an intimate commercial union, would be by our self-governing Colonies adopting, as closely as circumstances will permit, the non-protective policy of the Mother Country.”

It was then unanimously resolved,—“That this Congress is of opinion that every effort should be made by Her Majesty's Government to promote closer commercial relations between the United Kingdom and her Colonies and Dependencies, and to this end desires the abrogation of the European treaty clauses which at present hinder the same.”

It was also resolved,—“That a Commercial Union on the basis of Freer Trade within the British Empire would tend to promote its permanence and prosperity.”

BOARDS OF CONCILIATION FOR ARBITRATION DISPUTES.

It was unanimously resolved,—“That the frequent recurrence of labour disputes has caused and is causing great damage to the commercial and manufacturing interests of the Empire. That it is extremely desirable, in the best interests both of employers and employed, that the re-adjustment of the rates and conditions of labour, which from time to time is inevitable, should be brought about without the wasteful and calamitous results proceeding from strikes and lock-outs. And, that this Congress strongly recommends the formation of properly constituted Boards of Labour Conciliation and Arbitration in all important centres of industry and commerce throughout the Empire.”

THE CODIFICATION OF THE COMMERCIAL LAW OF THE EMPIRE.

The following resolution was adopted:—“That the Bills of Exchange Act of 1882, and the Partnerships Act of 1890, having established the practicability and benefits of codifying British Commercial Law, it is highly expedient that the Commercial

Law of the whole British Empire should now, as far as possible, be embodied in a code; and that, therefore, Government be memorialized by the Congress to initiate the steps necessary in order to the appointment, for the purpose of drafting such a code, of a commission on which the United Kingdom and all the Colonies and countries embraced in the Empire should be duly represented."

IMPERIAL REGISTRATION OF TRADE MARKS AND THE ADOPTION THROUGHOUT THE EMPIRE OF THE MERCHANDISE MARKS ACT.

It was moved,—“That in the opinion of this Congress the general interests of the trade of the Empire render it eminently desirable that the provisions of the Merchandise Marks Act should be adopted and actively carried out in all British Colonies and Dependencies in the same manner as has produced such beneficial results in the Mother Country.”

It was moved in amendment to the foregoing but lost,—“That while it is in the interest of all honest traders and manufacturers that all copying or pirating of any manufacturer's name or trade mark should be punished with the utmost severity, and that protection should be afforded to all such names and trade marks by an inter-Imperial agreement throughout the Empire, yet that the compulsory stamping upon all goods of the country of origin is not beneficial to Britain as a distributing point, but serves to advertise to all the neutral markets of the world the place of origin of all foreign made goods, and thus deflects a great deal of Britain's trade from this country as the distributing point.”

The original motion was then carried as follows:—“That in the opinion of this Congress the general interests of the trade of the Empire render it eminently desirable that the provisions of the Merchandise Marks Act should be adopted and actively carried out in all British Colonies and Dependencies in the same manner as has produced such beneficial results in the Mother Country.”

BILLS OF LADING REFORM.

It was moved,—“That this Congress desires to urge upon the Home and Colonial Governments the desirability of effecting by legislation, that any carriers by railway, ship, or ships conveying goods or merchandise, where a through Bill of Lading has been given, shall each or any of them be deemed to be contracting parties under said Bill of Lading, and be made responsible to the consignee for any loss or damage that may arise during the transmission of said goods to final port of destination.”

It was moved in amendment but lost: “That any reform of bills of lading should be settled by conference between the parties interested rather than by the intervention of Parliament.”

It was moved in amendment and carried by a large majority,—“That in default of a conference being secured between merchants, shipowners and underwriters, for the purpose of settling bills of lading reform to the satisfaction and concurrence of all concerned, steps be at once taken by the Chambers of Commerce of the Empire to approach the Imperial Board of Trade with a view to having the question determined by Act of Parliament.”

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COMMERCIAL EDUCATION, INCLUDING THE SCHEME INITIATED BY THE LONDON CHAMBER OF COMMERCE.

It was unanimously resolved,—“That this Congress, having before it the scheme for Junior and Higher Commercial Education promoted by the London Chamber of Commerce, and believing that systematic education of those destined for a commercial career is essential as a means of meeting foreign competition both in the Mother Country and her Colonies and possessions, as well as for providing efficient British clerks and assistants in commercial houses,

Resolves:—

(a) “That it be a recommendation from this Congress to the participating Associations to take all possible steps to secure the adoption in their respective localities of a course of commercial education best suited to local requirements;

(b) “That, in order to encourage both schoolmasters and pupils, members of these associations should, as far as possible, give a preference, in employing youths, to those possessing commercial certificates;

(c) “That these recommendations be forwarded by the London Chamber of Commerce, in the name of the Congress, to the whole of the supporting associations, together with documents relative to that Chamber’s scheme for their information and guidance.”

EMIGRATION AND COLONIZATION.

It was resolved,—That colonization, while equally desirable as an outlet for our congested population and for the development of the Colonies, can be carried out most successfully by individual energy and enterprise and private agencies supplemented by State aid.”

DECIMAL SYSTEM OF WEIGHTS, MEASURES AND MONEY.

It was resolved,—“That the introduction of a decimal system of weights, measures and money, is urgently needed, in order to increase our foreign trade, facilitate commerce, and render elementary education more effective and less expensive.”

Proposed addition to foregoing, not adopted,—“That the Canadian decimal system of currency, which answers all purposes, be extended to the other portions of the Empire, the pound sterling to be equal to \$5 and the shilling to 25 cents.”

A SYSTEM OF IMPERIAL PENNY POSTAGE.

It was resolved,—“That, in the opinion of this Congress the establishment of a uniform penny rate of postage between the Mother Country and her Colonies and Dependencies would not only tend to promote trade and freedom of intercourse throughout Her Majesty’s Dominions, but would, in an eminent degree, foster and extend the cordial relations which at present exist between the various parts of the Empire. This Congress therefore respectfully urges Her Majesty’s Government to take steps to secure, with the concurrence of the Colonial Governments, as speedily as may be, the establishment of a system of uniform penny postage throughout the whole of the British Empire.”

LIGHT RAILWAYS.

It was resolved,—“That in the interests of the community at large, this Congress expresses its opinion that the construction of Light Railways should be carried out wherever necessary and practicable, especially in our Crown Colonies on the West Coast of Africa.

ABOLITION OF LIGHT DUES.

The following resolution was adopted:—“Whereas the system of maintaining the lighthouse service of a country by a tonnage tax on shipping entering its ports is inequitable and does not now generally prevail: and

“Whereas the continuance of this system in Great Britain has provoked a retaliatory tax on the shipping of this country by the United States, which is not imposed upon ships from countries enjoying a free lighthouse service, British ship-owners being thereby placed at a disadvantage with their German competitors. and

“Whereas Canada, which maintains a free lighthouse service on its extensive coast line, suffers by reason of Canadian shipowners (when engaged in American trade) being compelled to pay, in addition to their share of the Canadian taxation, the dues in British ports and the retaliatory tax in the United States:—

“Therefore resolved,—That this Congress take steps towards procuring such change in the system of maintaining the lighthouse service of Great Britain as will relieve shipping from any direct charge therefor, and the shipping of the Empire from liability to retaliatory taxation by foreign countries.”

TREATIES WITH NATIVE TRIBES, AND TERRITORIAL DELIMITATION.

It was resolved,—“That in the opinion of this Congress the interests of British trade are certain to suffer so long as the Government of this country does not, before recognizing treaties made by other nations with native tribes, or before settling questions of delimitation of territory with other Powers, put itself in communication with British merchants trading in or with the places in question, or with Chambers of Commerce possessed with information as to the interests involved.”

The following subjects, although announced for discussion, were not brought forward:—

FACTORY LEGISLATION.

INTERNATIONAL MONETARY UNION.

DIRECT TELEGRAPHIC COMMUNICATION THROUGHOUT THE EMPIRE.

INDIAN TAXATION.

It was “Resolved, that the London Chamber of Commerce be and is hereby requested to take the necessary steps for carrying out the several resolutions of this Congress of members of Chambers of Commerce of the Empire.”

THE PRESIDENT:—With your permission, gentlemen, I will propose a vote of thanks to the Merchant Taylors' Company for their kindness in allowing us the

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use of their beautiful hall. It has added very much to the comfort and convenience of the Congress. It is quite a pleasure to sit in a beautiful hall of this kind, and I feel sure we are all very much indebted to the Merchant Taylors' Company for their kindness and hospitality.

The vote of thanks was unanimously accorded.

The following resolution having been unanimously adopted, the Congress finally adjourned:—"That this Congress desires to tender its hearty thanks to the London Chamber of Congress for organizing this Congress, and for the generous hospitality extended to the delegates attending it."

EXTENSION OF TELEGRAPH SYSTEM THROUGHOUT BRITISH COMMUNITIES.

Mr. Sandford Fleming, C.E., addressed the Council in September with regard to his desire that it would in some formal manner influence the Government to take such action as may be deemed expedient towards the realization of the project of bringing within the freest telegraphic circuit all British communities around the Globe. The Council replied that if any practical means can be suggested whereby the end in view may be attained, its hearty co-operation may be relied upon.

FIRE AT ST. JOHN'S, NEWFOUNDLAND.

The first intelligence of this terrible disaster, which occurred on Friday, 8th July, reached Montreal the next morning, and your Council held an impromptu meeting that forenoon and thereafter telegraphed the St. John's Chamber of Commerce as follows:—

"Council Montreal Board of Trade sincerely sympathizes with your city. Will you suggest how Montreal can best aid you? Brief particulars of disaster desirable."

This message brought the following reply on Sunday evening, 10th July:—

Grateful thanks for kind sympathy. Two-thirds of the city burnt, including mercantile premises, churches and schools. Foodstuffs such as flour, pork, beef, butter and canned stuffs most required for homeless poor. Sufficient supplies for a fortnight presently available."

The Council having thus ascertained the extent of the catastrophe and the kind of relief needed, considered that the work of collecting subscriptions and purchasing supplies could be best undertaken by a committee of citizens appointed at a public meeting, which it thereafter requested the Mayor to call for the next day. The Council also waited upon the City Council on Monday afternoon, 11th July, and asked that a liberal grant be made to the relief fund. This request was subsequently granted, the City Council voting \$10,000 which was promptly paid over to the Mont-

real Relief Committee. The public meeting was held on Tuesday, 12th July, in the rooms of this Board, when a large committee was appointed to collect and receive subscriptions.

The Council's action ended with the holding of that public meeting, and as the Citizen's Relief Committee then appointed published a full report of its work together with a financial statement, a detailed account here is unnecessary. The subscriptions in cash amounted to \$32,448.57, besides which goods to the value of \$7,645.76 were received, the cash and goods aggregating a total of \$40,094.33. Of this \$29,499.25 was forwarded to St. John's in the shape of provisions and clothing, partly donated and partly purchased, the remaining \$10,595.08 being remitted in cash in accordance with the wish of the St. John's Relief Committee.

In acknowledging receipt of the final remittance, the Secretary of the Relief Committee at St. John's wrote as follows on 26th Sept.:—"All the donations of your citizens as shown in the account published have been received here, and I am to beg your acceptance of the deepest and most cordial gratitude of our Committee for the large-hearted sympathy and generosity evinced by your people in our regard."

There have been many evidences, both public and private, of the kindly feeling evoked among our fellow colonists in Newfoundland by the assistance afforded them by Canada in their time of need, and this brief resumé of the Council's action with regard to the St. John's fire is fitly closed by the following extract from the annual report of the St. John's Chamber of Commerce:—

"The calamity which overtook St. John's on the 8th day of July past, by which over half of the best portion of the city was destroyed, claims more than passing reference. Fortunately there was but little loss of life, but property was destroyed of about the value of twelve millions of dollars, of which sum about seven millions were not covered by insurance."

"Happening during the height of an unusually fine summer, the elements combined to aid the Government in the efforts they put forth to meet the distress and privation incident to such a disaster, and the noble charity of Great Britain, Canada and other colonies, together with liberal contributions from the United States and elsewhere enabled the specially constituted Relief Committee to surmount the difficulties that at the outset seemed well nigh insuperable."

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INSPECTION AND OTHER OFFICES.

Inspection of Flour and Meal.

Inspector, none; Board of Examiners, 1892—A. E. Gagnon, Chairman; E. F. Craig, O. M. Gould, Jas. S. Norris, David Robertson.

Reference was made in last year's report to the general dissatisfaction existing among those concerned, with the standard of Straight Roller chosen, (in opposition to the representations of the Montreal delegates) at the 1891 meeting, and in March of this year the Commissioner of Inland Revenue intimated that if the Dominion Millers' Association, with the Toronto and Montreal Boards, could agree upon a new standard, the Governor-in-Council might approve it in lieu of that previously selected. A new standard was thereafter agreed upon by those Boards which, being authorized by an Order-in-Council, was issued in place of the one agreed upon Oct., 1891.

The standards for this year were selected under the amended clauses of the inspection law passed last session, which provide that instead of the selection being made by delegates from the several Boards of Examiners, the Governor-in-Council may appoint such persons as he deems properly qualified for the purpose. Upon being requested by the department to nominate three competent and properly qualified persons for appointment on the Board for selection of flour standards, the Council submitted the following names:—Messrs. A. E. Gagnon, O. M. Gould and D. Robertson, and subsequently it was found that while these gentlemen had been appointed, four other Montreal representatives had been added. The order-in-council was as follows; a subsequent order authorizing the substitution of Mr. W. Brodie as the Quebec representative in place of Mr. Gaspard LeMoine, who was unable to attend the meeting here:—

DEPARTMENT OF INLAND REVENUE.

OTTAWA, October 27th, 1892.

The undersigned has the honour to recommend, under the provisions of Chapter 99 of the Revised Statutes of Canada, and Acts amending the same that the under-mentioned persons be appointed as members of the Board for the selection of the standard samples of flour for the years 1892-93, which Board shall meet on or before the 15th day of November, at the call of the chairman.

O. M. Gould, (chairman), A. E. Gagnon, David Robertson, E. F. Craig, Jas. S. Norris, W. W. Ogilvie and Robert Meighen, Montreal.

J. S. Spink and Thomas McLaughlin, of Toronto.

C. R. Hunt, of London.

C. B. Smith, of Hamilton,

Gaspard LeMoine, of Quebec.

R. Noble, of Norval, Ont.

JOHN COSTIGAN,

Minister of Inland Revenue.

The meeting was held here on 9th Nov. when the standards were chosen and subsequently issued as usual.

Mr. L. A. Boyer resigned the inspectorship in February, and the Deputy Inspector, Mr. P. Rousseau, ceased inspecting on 31st March. The vacant inspectorship was duly advertised, but there being no applicants for the office, it has remained vacant.

Inspection of Wheat and other Grain.

Inspector, Hospice Labelle; Deputy Inspectors, Alex. Boyer and Gustave Labelle. Board of Examiners, 1892—A. G. McBean, Chairman; Auguste Girard, Hugh McLennan, Robert Peddie, Adam G. Thomson.

In April the examiners established an additional grade of oats designated "No. 2 Clipped White Canada Oats."

The Inspector needing additional assistance, Mr. Alex. Boyer and Mr. Gustave Labelle were, after examination as to their fitness and ability to fulfil the duties of deputy inspectors, duly appointed thereto by the Inspector.

An amendment of the inspection act has removed from Boards of Examiners the privilege of representation at the meeting for the selection of standards, the Governor-in-Council now making such appointments. Messrs. W. W. Ogilvie, A. G. McBean, Adam G. Thomson and R. M. Esdaile, were this year appointed by order-in-council as the Montreal representatives at the meeting in Toronto, held 27th September for the selection of standards of grain grown east of Port Arthur, and Mr. R. M. Esdaile at the meeting in Winnipeg on 7th October for the standards of grain grown west of Port Arthur. Mr. Ogilvie was the only Montreal representative at the Toronto meeting, and he took Mr. Esdaile's place at the Winnipeg meeting, that gentleman being unable to attend, the substitution being subsequently authorized by order-in-council.

INSPECTION AND OTHER OFFICES.

Inspection of Leather and Raw Hides.

Inspector of Leather, J. H. Mooney. Inspector of Raw Hides, A. Masson. Board of Examiners, 1892.—Thomas Ecroyd, Z. Lapierre, F. C. A. McIndoe, B. Shaw, John Stephens.

Inspection of Beef and Pork.

Inspector, James Doheny. Board of Examiners, 1892—James Allan, R. Finlay, Peter Laing, Stewart Munn, T. S. Vipond.

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Inspection of Pot Ashes and Pearl Ashes.

Inspector, Edward J. Major. Board of Examiners, 1892—D. T. Tees, Chairman ;
Chas. H. Cunningham, Hy. Dobell, Jno. E. Kirkpatrick, James C. Sinton.

As the result of representations made that the reputation of the Montreal inspection was being seriously injured by the export of adulterated ashes purporting to be Montreal inspected ashes, the Examiners adopted a report recommending that the inspection be made compulsory as the only means assuring to purchasers reliable and uniform grades thereof, which assurance appears to the Examiners to be absolutely necessary to the continued existence of the trade in Pot and Pearl Ashes. The Council transmitted that report to the Minister of Inland Revenue with an intimation that while aware of the objections to compulsory inspection, it considered that there were grounds for an exception being made with regard to ashes. So far, however, the Government has not legislated so as to provide for compulsory inspection, and it is feared that the trade will not long survive the harm done it by the export of the adulterated article.

Inspection of Pickled Fish and Fish Oil.

Inspector, none. Board of Examiners, 1892—John Baird, Charles Chaput
R. Fairbanks, R. P. McLea, T. S. Vipond.

Inspection of Butter.

Inspector, none. Board of Examiners, 1892—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, 1892—
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; temporary Deputy Warden, J. A. Vibert. Board
of Examiners, 1892—John Torrance, Chairman; R. Bickerdike,
Geo. Childs, Robert Reford, J. J. Riley.

THE GRAIN AND PRODUCE TRADE.

Wheat.—The exports of wheat from this port during the past year have been very large, and the proportion thereof shipped from Chicago and Duluth on through sales has been greater than usual, the St. Lawrence route growing in favour with western exporters.

Corn.—The European demand for corn having slackened during the past season, the shipments show a considerable decrease.

Rye and Buckwheat.—There has been a considerable falling off in the shipments of these cereals owing to the reduced demand from the continent. Ocean freights have been at fair rates and a good many outside steamers have obtained full cargoes of grain.

Hay.—Owing to a poor crop in Great Britain the shipments of hay from this port were considerable before the close of navigation, and for the last two months large quantities have been shipped by Canadian dealers from Portland, New York and Boston to British ports. This demand is likely to continue and a large quantity of our surplus hay will probably move out at good prices. The American market has also taken Canadian hay freely notwithstanding the duty.

Barley.—The quality this season has not been good and prices have ruled low. The demand from the American market has been limited.

Peas.—The crop has not been large nor has the quality been up to the average; farmers' deliveries have this winter been less than usual and the stocks at country points are likely to be small this spring.

Flour.—The trade of the past year has been of an unsatisfactory character, the tendency of prices having been downward throughout until they reached figures unparalleled in the history of the port. The outlook for the future is however more encouraging, inasmuch as it is scarcely possible values can retain their present low level. The character of the wheat crop of Manitoba this year is excellent, probably the best milling wheat that has been ground since the province has been settled; this fact should lead to an increased home and export demand for flour made from this grade of wheat.

With regard to the export trade with Newfoundland, Ontario millers have secured a large share of the trade, still a considerable business has been done by American millers who, notwithstanding the low prices prevalent here, have at times been able to undersell the Canadian product.

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Tables showing the receipts and shipments of grain and produce at Montreal will be found on pages 191 and 192, the aggregate of Grain, Flour and Meal for the past five years being as follows:—

	1892.	1891.	1890.	1889.	1888.
	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts..	28,508,007	24,176,289	18,215,063	18,722,865	14,711,465
Shipments	24,355,965	18,651,409	13,550,974	15,257,678	10,207,802

Butter.—Anything like satisfactory export figures of this article have not yet been attained, but there has been a further improvement in both the quality and quantity of creamery butter, and this is largely due to the untiring efforts of the Dominion Government and through the able management of Professor Robertson. This industry is increasing rapidly in all parts of Canada, and the shipments to England during the past two seasons having given general satisfaction, a constant export demand may be looked for. The principal drawback to this important industry is the lack of refrigerator space on steamships; if this want could be supplied, fresh-made butter could be sent forward in the summer months and then the export trade would soon become very large and remunerative.

Cheese.—The production of cheese in Canada during the past season has been larger than in 1891 as the export figures indicate, viz.: 1892, 1,651,798 boxes; 1891, 1,352,670 boxes. Business, on the whole, has been good and prices obtained satisfactory to the producer. Owing to a shortage in the production in England the demand was equal to the supply throughout the season, and at its close there was no accumulation. The stock on hand in the first part of the year was unusually small and it was owned principally by and carried for foreign account. The discrimination against the Montreal route mentioned in last year's report was not of long duration, it proving disadvantageous to those in whose interest it was made, and the usual quantity of American cheese was exported via this port from northern New York state.

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

	1892.	1891.	1890.	1889.	1888.
BUTTER.	pkgs.	pkgs.	pkgs.	pkgs.	pkgs.
Receipts..	221,867	211,978	150,903	143,730	91,043
Shipments	115,461	84,069	40,549	62,395	36,023
CHEESE.	boxes.	boxes.	boxes.	boxes.	boxes.
Receipts..	1,379,136	1,372,279	1,415,348	1,183,566	1,137,372
Shipments	1,630,061	1,343,270	1,379,684	1,156,375	1,129,951

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.

LIVE STOCK TRADE.

In consequence of an unfounded impression that disease existed in some Canadian cattle landed in Scotland, the Imperial authorities gave notice that Canadian cattle would be scheduled on and after 21st November. Certain vessels carrying cattle, which had sailed from this port in good time to arrive before that order came into effect, were much delayed by the severe weather prevailing at the time and by accidents, and the Council cabled the Canadian High Commissioner and wrote the Department of Agriculture here, urging that the cattle on any steamers which might reasonably have been expected to reach the other side before the date the order came into effect, should be allowed to land their cattle as heretofore.

Thanks to the efforts made by Sir Charles Tupper, the cattle on any such steamers were admitted under the old arrangement, the last steamship enjoying this concession arriving on 10th December.

The scheduling of Canadian cattle will discriminate against the shipment of "store" cattle from Canada, large numbers of lean animals having been exported, chiefly to Scotland, where they were fed and fattened before being marketed. It will also serve to remove the objection that has hitherto obtained to permitting United States cattle to be exported from Canadian ports.

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Totals

The total shipments from this port for the past season of navigation were 98,755 head of cattle and 15,932 sheep, the following table shewing the ports to which they were shipped and the total figures from 1881 to 1892 :—

Shipments of Live Stock from Montreal to particular ports during season of navigation 1892, with total figures for eleven previous years :

PORT.	CATTLE.	SHEEP.
Glasgow.....	29,726	105
Liverpool.....	28,921	11,584
Aberdeen.....	6,654	.....
London.....	7,931	1,424
Dundee.....	8,549	.....
Bristol.....	8,821	1,059
Newcastle.....	7,772	1,760
Various.....	381	.....
Total 1892.....	98,755	15,932
" 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 1892, with comparative figures for 1891 and 1890.

	1892.		1891.		1890.	
	CATTLE.	SHEEP.	CATTLE.	SHEEP.	CATTLE.	SHEEP.
Per Grand Trunk Ry..	83,860	26,326	88,448	36,710	82,360	41,705
Per Can. Pacific Ry..	68,440	32,916	76,230	31,200	75,360	36,660
Totals	152,300	59,242	164,678	67,910	157,720	78,365

MONTREAL CORN EXCHANGE ASSOCIATION.

This Association, affiliated with the Board of Trade in 1886, continues its prosperous career, as evidenced by the large attendance of its members on 'Change each day. The Council hopes that when the Board and its Branch Associations are located in the new building, that the membership of the Board generally, will make a practice of attending on 'Change, so that at a specified hour members may be sure of finding each other there.

The annual report of the Committee of Management of the Corn Exchange Association to the members thereof, will be found in the appendix to this report at pages 182 to 188.

MONTREAL WHOLESALE GROCERS ASSOCIATION.

The work of this organization affords, as heretofore, satisfaction to its members, and its development since it became connected with the Board of Trade, affords good reason for such action.

MONTREAL WHOLESALE DRY GOODS ASSOCIATION.

The usefulness of the work performed by this Association has been made evident by the recent amendment of the rule respecting qualification for membership, that amendment providing for the admission of wholesale dealers in clothing, furs, or gents' furnishings, also agents of Canadian manufactories and manufacturers' agents dealing with the wholesale trade only. As a result of that action, several firms doing business in those articles have joined the Association.

MONTREAL MARINE UNDERWRITERS ASSOCIATION.

This Association has again presented an interesting annual report of its proceedings which will be found on pages 188 to 190 of the appendix. A perusal of that record will serve to show how useful such organizations are.

MONTREAL BUTTER AND CHEESE ASSOCIATION.

This is at present the last formed of the Board's branch associations, but it is proving itself the equal of the older associations in its activity and usefulness.

LIST OF

Montreal

Toronto .

Quebec . .

Ottawa . .

Hamilton .

London . .

Winnipeg .

Halifax . .

St. John . .

Charlottet

Ottawa . .

Quebec . .

Montreal .

Toronto . .

Winnipeg .

Victoria . .

Montreal .

Toronto . .

St. John's .

New York .

Boston . . .

Baltimore . .

Buffalo . . .

Chicago . . .

Minneapolis .

Toledo . . .

LIST OF NEWSPAPERS AND PERIODICALS TO BE SUPPLIED TO THE READING ROOM DURING 1893.

CANADIAN.

DAILY.

MontrealGazette.
Herald.
La Patrie.
La Minerve.
TorontoGlobe.
Mail.
Empire.
QuebecChronicle.
OttawaCitizen.
HamiltonEvening Times.
LondonFree Press.
WinnipegManitoba Free Press.
HalifaxChronicle.
St. JohnSun
Charlottetown...Patriot.

WEEKLY.

OttawaCanada Gazette.
QuebecOfficial Gazette.
MontrealCanadian Journal of Fabrics.
Canadian Journal of Commerce
Canadian Trade Review.
Trade Bulletin.
Le Prix Courant.
Shareholder.
Real Estate Record.
Le Moniteur du Commerce.
TorontoMonetary Times.
Canadian Grocer.
Week.
Grip.
WinnipegCommercial.
Victoria, B.C.British Colonist.

MONTHLY.

MontrealDominion Illustrated.
The Bankers' Journal.
Insurance & Finance Chronicle
Dominion Grocer.
TorontoMonthly Weather Review.
Insurance Budget.

NEWFOUNDLAND.

DAILY.

St. John'sEvening Telegram.

UNITED STATES.

DAILY.

New YorkHerald.
Tribune.
Evening Post.
Commercial Bulletin.
Journal of Commerce.
Courrier des Etats-Unis.
BostonHerald.
BaltimoreAmerican.
BuffaloCourier.
ChicagoTribune.
MinneapolisTribune
ToledoBlade.

WEEKLY.

San Francisco...Weekly Call.
St. LouisWeekly Globe-Democrat.
New Orleans...Weekly Times-Democrat.
DetroitWeekly Free Press.
ClevelandMarine Review.
Cincinnati...Price Current.
ChicagoFarmers' Review.
New YorkMaritime Shipping Register.
"Bradstreets."
Iron Age.
Engineering & Mining Journal
Financial & Mining Record.
Harper's Weekly.
Life.
Scientific American & Supplement
Forest and Stream.
Critic.

MONTHLY.

New YorkHarper'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
BostonAtlantic Monthly. (American.)
IndianapolisMillstone.
MilwaukeeU. S. Miller.
St. LouisMiller & Milling Engineer.

BRITISH.

LondonTimes (tri-weekly edition.)
GlasgowHerald (daily.)

WEEKLY.

LondonGraphic.
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.

LIST OF NEWSPAPERS.—CONTINUED.

Liverpool..... Weekly Mercury.
 Manchester..... Weekly Courier.
 Edinburgh..... Weekly Scotsman.
 Dublin..... Weekly Irish Times.

MONTHLY.

London..... Chamber of Commerce Journ.
 British Trade Journal.
 Board of Trade Journal, (Gov.)
 Fortnightly Review.
 Nineteenth Century.
 Contemporary Review.
 Review of Reviews.
 New Review.
 Macmillan's Magazine.
 English Illustrated Magazine.
 Strand.
 Leisure Hour.

Art Journal.
 Magazine of Art.
 Portfolio.

Edinburgh..... Blackwood's Magazine.

QUARTERLY.

London..... Century Guild Hobby Horse.

CONTINENTAL.

WEEKLY.

Paris..... L'Illustration.
 Le Monde Illustré.

FORTNIGHTLY.

Paris..... Revue des Deux Mondes.

The following books of reference 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.
 Shipping World Year Book.
 Whitaker's Almanac.
 Canadian Almanac.
 Charts of the Ship Channel of the River St. Lawrence between Montreal and the Platon,
 Donated by the Montreal Harbour Commissioners.

OBITUARY.

H. R. H. THE DUKE OF CLARENCE AND AVONDALE.

One of the last acts of your Council's predecessors in office was to express in a cablegram to the Prince of Wales the sorrow felt by the membership of this Board, in common with all Canadians, at the death of his eldest son, Prince Albert Victor, Duke of Clarence and Avondale.

The cablegram and the letter acknowledging it were as follows :—

MONTREAL, January 19th, 1892.

H. R. H. The Prince of Wales, London.

The Montreal Board of Trade at first meeting since death of H. R. H. the Duke of Clarence, expresses its sincere regret at that most sad event, and tenders respectful condolences to their Royal Highnesses the Prince and Princess of Wales, Her Majesty the Queen, and other members of the Royal Family."

ROBERT ARCHER,
President.

GEO. HADRILL,
Secretary.

SANDRINGHAM, NORFOLK, 20th January, 1892.

SIR,—Their Royal Highnesses, the Prince and Princess of Wales, desire me to convey their warm thanks for the telegram of sympathy you have kindly sent them in their deep affliction.

Your obedient servant,

D. M. PROBYN,
*General Comptroller and Treasurer
 to H. R. H. Prince of Wales.*

The President Montreal Board of Trade.

HONOURABLE ALEXANDER MACKENZIE.

Upon receiving the news of the death of this distinguished statesman which occurred at Toronto on Sunday, 17th April, the following resolution was adopted:—

Resolved, That the Council of the Montreal Board of Trade has learned with profound regret of the death of the Honourable Alexander Mackenzie, sometime Premier of the Dominion, whose life of sterling integrity and warm devotion to duty won for him the admiration of the people of Canada without respect of race or creed.

That the Honourable Mr. Mackenzie's career as a statesman was marked by ability of a very high order and by an absence of self seeking, which may well render it a model to those who aspire to the high position he achieved.

That the Council tenders to Mrs. Mackenzie and the other members of the family their sincere condolences in the great loss they and this country have sustained.

MR. ANDREW PATON, PRESIDENT OF THE SHERBROOKE BOARD OF TRADE.

The death of this well known and highly esteemed gentleman occurring while he held the office of President of a sister Board, the Council recorded its esteem for his memory and its regret at his decease in a resolution as follows:—

Resolved, That the Council of the Montreal Board of Trade has learned with much regret of the loss which the Sherbrooke Board of Trade has sustained in the death of its President, Mr. Andrew Paton,

That Mr. Paton's long and honourable record as an enterprising and successful business man in various sections of this country, as an energetic worker in the municipal affairs of the city of Sherbrooke, and as a private citizen, won for him a general and widespread regard, especially in Montreal where he was so well and so favourably known, and that his death in the prime of life is universally deplored,

That the Council of the Montreal Board of Trade hereby tenders to the officers, and members of the Sherbrooke Board of Trade its sympathy in their loss, and through that Board, its respectful condolences in their bereavement to the widow and family of the late Mr. Paton.

AMENDMENTS OF THE ACT OF INCORPORATION, SIMILAR PROVINCIAL
LEGISLATION, AND AMENDMENTS OF THE BY-LAWS.

The application to the Dominion Parliament authorized by you in 1891 for certain amendments to the charter of the Board was duly made, the clauses of the amending Act being as follows :—

1. The Montreal Board of Trade, notwithstanding anything contained in the Acts relating thereto, may acquire and hold real and personal estate not exceeding together in clear value the sum of one million dollars; and may alienate, sell, convey, lease or hypothecate in favour of trustees, or otherwise dispose of the same or any part thereof, from time to time, as occasion requires, and may acquire other estate real or personal instead thereof.

2. Section thirteen of chapter fifty-five of the Statute of 1886 is hereby amended by striking out in line five the words "five hundred thousand," and substituting therefor the words "one million;" and also by inserting in line fifteen after the word "tie," the words "for the imposition, rate and payment of subscriptions, assessments and fines."

Acting under legal advice, the Council of 1891 applied to the Quebec Legislature for an Act authorizing the Board to hold immovable property in this Province to the value of one million dollars and to issue debentures and to lease alienate or otherwise dispose of and hypothecate the same,—also empowering the Board to borrow money and to issue bonds or debentures therefor, to hypothecate its property either directly to the lenders or in favour of one or more trustees for the lenders. The Act was obtained in July, and in addition to the foregoing provisions it confirmed the deed hypothecating certain property of the Board in favour of the trustees for the second mortgage bondholders.

Although the increase in the amount of property this Board could hold from \$500,000 to \$1,000,000, was made for the express purpose of enabling it to issue bonds to the amount of \$550,000, the amending of By-Law 28a, necessary before the balance of the bonds could be issued (\$300,000 first mortgage bonds), was not made until December 9th, when it became necessary owing to the circumstance that your Council was then about to place the first mortgage bonds.

That By-Law was accordingly amended by you as follows :—

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 \$550,000, 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 the capital, as the Council may deem best.

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It should be clearly understood that the amendment of this By-law was a purely formal proceeding, and not occasioned by any increase in the total amount of the bonds as resolved upon by the Building Committee of 1891 which, as the following quotation from last year's report will show, was \$550,000:—

“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.

VACANCY ON BOARD OF ARBITRATION.

Mr. Chas. H. Gould having been elected at last Annual Meeting to membership on both the Council and the Board of Arbitration, followed the usual custom observed in such instances of declining one office, and resigned his seat on the Board of Arbitration. The Council availed itself of the opportunity thus afforded to mark its sense of the value of Mr. Richard White's services to the Board as its second Vice-President for the previous year, and elected that gentleman a member of the Board of Arbitration in place of Mr. Chas. H. Gould, resigned.

BOARD OF TRADE ANNUAL DINNER.

A requisition was recently presented to the Council signed by several members of the Board, suggesting the holding of a Board of Trade dinner immediately after the forthcoming annual meeting. The Council, with pleasant recollections of the marked success of the Board dinner, held 23rd January, 1889, is quite agreed as to the desirability of continuing such gatherings, but as in all probability a banquet will form one feature of the ceremonies attendant on the opening of the new building, the Council considered it would be unwise to in any way anticipate that celebration.

THE NEW BUILDING.

The Building Committee for the past year was appointed at the first meeting of your Council under a resolution as follows:—That the following gentlemen be the Building Committee for the ensuing twelve months, and that they are hereby empowered to transact all business pertaining to the new building whether as regards its construction, the

finances, or any other matter: Messrs. E. B. Greenshields, Chairman; H. Montagu Allan, Jas. A. Cantlie, Chas. H. Gould, Chas. P. Hébert, W. C. Munderloh.

Mr. Allan obtaining leave of absence in May, Mr. Edgar Judge was appointed to replace him and has continued to do so up to the present time.

The Committee's work during the year has been of a somewhat onerous nature, necessitating thirty-one meetings and many informal conferences, for although last year the plan of the building was decided upon and the contract awarded, certain changes have been necessary in the plans and numberless practical questions requiring prompt decision have constantly arisen. Considerable time was also occupied in securing subscribers to the balance of the second mortgage bonds, and in negotiating for the issue of the first mortgage bonds. The result of the labours of that Committee and of that of the preceding year, can, however, be better seen in the building itself than in any written record. There are, though, a few points which should find mention here, and they are given as follows under their several headings:

Finance.—The following bonds have been issued:—

First Mortgage Bonds.—\$300,000, period thirty years from 1st Dec. 1892, date of maturity 1st Dec. 1922, purchased by the New York Life Insurance Co. at par, rate of interest $4\frac{1}{2}\%$, no coupons; date issued, 19th January, 1893.

The Council congratulates the members of the Board upon the placing of these bonds at $4\frac{1}{2}\%$, that rate of interest being lower than heretofore obtained for such loans in Canada.

Second Mortgage Bonds.—\$250,000, period thirty years, bearing 5% interest, issued 31st May, 1892, interest coupons dated 15th May and 15th November, date of maturity 15th May 1922. Delivered to subscribers, 15th November, 1892, with first interest coupon detached.

These second mortgage bonds have all been taken up, and the Committee is pleased to be able to state that the several calls made have been generally met with promptness by the subscribers thereto, and that there is now only \$19,000 unpaid. A list of the subscribers, classified according to their business is here given, and shows the general interest taken in the building by most classes of the community:—

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Shipping
Tobacco
Flour Me
Grain, Pr
Groceries
Hardware
Printers,
Sugar Ref
Brewers.
Members
Furriers.
Live Stock
Dealers in
Paper Mar
Confection
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CLASSIFIED LIST OF SUBSCRIBERS TO THE SECOND MORTGAGE BONDS OF THE
MONTREAL BOARD OF TRADE.

Branch of Business.	Amount Subscribed.
Banks, Bankers and Financial Agents.....	\$37,500
Contractors for the Building.....	25,000
Capitalists.....	21,500
Dry Goods Merchants.....	20,800
Railway Representatives and Contractors.....	17,000
Insurance Companies and Agents.....	15,800
Incorporated Companies.....	12,500
Shipping.....	11,700
Tobacco Manufacturers.....	10,500
Flour Merchants and Millers.....	8,800
Grain, Produce, Butter and Cheese.....	8,700
Groceries, Wine and Spirits, &c.....	8,400
Hardware Merchants.....	6,300
Printers, Publishers, etc.....	5,200
Sugar Refiners.....	5,000
Brewers.....	5,000
Members of Legal Profession.....	4,800
Furriers.....	4,700
Live Stock.....	3,000
Dealers in Paints, Oils, etc.....	1,700
Paper Manufacturers.....	1,500
Confectioners.....	1,500
Druggists.....	1,200
Stock Brokers.....	1,000
Fruit Dealers.....	1,000
Furniture Dealers.....	1,000
Manufacturers of Shirts, Cuffs and Collars.....	1,000
Leather and Boot and Shoe Merchants.....	700
Real Estate Agents.....	500
Wholesale Clothiers.....	500
All other Businesses.....	6,200
Total.....	\$250,000

While as one of the conditions of the contract for the erection of the new building, the contractors were to receive \$25,000 of the second mortgage bonds as part payment therefor, the Council hopes that some additional subscribers to those bonds may be procured, so that Messrs. Forde & Casey may be relieved from the necessity of taking so large a portion of the amount due them in that form.

Fire Insurance.—The building has been insured since 23rd July, 1892, the amount being increased from time to time as payments were made to the contractors. Since 29th October "builders' risk" has been covered at the contractors' expense. The insurance was divided between those companies who had directly or through their representatives here, subscribed to the second mortgage bonds, the division being made *pro rata* according to the amounts they each subscribed. The amount placed to date is \$250,000, and it is intended that when the building is finished, the total insurance thereon shall be \$350,000, and that the rentals shall also be insured.

Corner Stone.—This was laid on Thursday, 19th May, by Sir Donald Smith, K.C.M.G., in the presence of the Building Committee, the Council and a large assemblage of members of the Board and the general public. A full report of the very interesting proceedings will be found on pages 98 to 102 of this report.

Additions to Original Specifications.—A barber's shop with two bath rooms has been arranged in the basement on St. Nicholas street close to the restaurant. Two fire escapes have been erected at the back of the building. Hot and cold water pipes have been laid to each office.

Alteration of Accepted Plan.—After much deliberation and with the approval of Mr. Archer, Chairman of the Building Committee for the previous year, it was decided to change the location of the council room and secretary's office from either side of the main entrance to the rear of the St. Peter street wing, where, with a large branch association room rendered possible by the change, they form a continuous suite of rooms with the exchange hall and reading room, extending from St. Peter street to the restaurant division wall. This alteration gives the Board a large and a handsomely proportioned council chamber, and the architects have said with regard to the change generally that it was a great improvement and one that would never be regretted by the members.

The removal of the council room and secretary's office from the front of the building left these rooms available for rental purposes, and removed any objection to opening up the corridor from St. Nicholas street to St. Peter street (a change always contemplated) excepting the possible reduction in rental revenue consequent upon the size of those rooms being reduced by the width of the corridor. The architects urgently

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recommended the change, as this corridor was always considered by them to be a principal feature of the building. The committee seeing its way clear to lose little if any rental by the alteration, it was finally resolved upon, and thus the corridor on the ground floor runs through from one end of the building to the other as originally designed by the architects.

The location of the cellar for the restaurant (in the eastern front of the centre basement) being pronounced inconvenient by restaurant proprietors, the construction of a watertight underground cellar beneath the restaurant has been approved. The portion of the basement left available by this change is being utilized for the restaurant lavatory, hitherto located in one corner of the smoking room, where, besides occupying needed space, it might have proved a nuisance.

Rental of Offices.—A satisfactory commencement has been made in renting the office accommodation of the building, the whole of the first floor and a number of offices on the other floors being already leased, among the tenants being:—The Grand Trunk Railway Co., Canadian Pacific Railway Co., Canada Atlantic Railway Co., Canadian Pacific Railway Co's. Telegraph, Great North Western Telegraph Co., Canadian Fire Underwriters' Association, Dominion Commercial Travellers' Association, Jas. Carruthers & Co., Irwin, Hopper & Co., Marsan & Brosseau, Ewan McLennan, Archibald Nicoll, Walter Oliver, J. J. Riley, Fred. W. Thompson, Walter R. Wonham & Sons, and Geo. Bishop.

CONCLUSION.

While much has been done during its year of office, your Council is compelled to follow long established precedent and leave for future accomplishment the following important matters, which it most earnestly commends to the attention of the incoming Council:—

- Free Canals.
- Aid for the Harbour from the Dominion Government.
- Improved equipment of Quarantine stations, especially that guarding the St. Lawrence.
- Insolvency Legislation by the Dominion Government.
- Uniform appraisement for Customs valuation.
- Readjustment of the new Provincial Taxes.
- Appointment of a Committee of the Board to watch Municipal affairs.

A perusal of this Report will show that the year has been a very busy one for the Council, especially for those members who are also on the Building Committee. The number of matters brought to the Council's attention seems to increase year by year, and while the chief of these have been herein referred to, there is much useful work done that does not call for mention.

The gradual but steady increase of the Board's influence, which commenced with the large accession to membership in 1887, has rendered the office-bearers of the Board liable to many demands upon their time and attention in addition to those made by the meetings of Council. The same cause has subjected the Secretary and assistants to multiplied and increasing demands for all kinds of information, involving in the aggregate a very large amount of work in addition to that devolving upon them in connection with the meetings of Council, its sub committees, and the several branch associations. It may be mentioned, as an example of outside matters sometimes undertaken by the office at the Council's desire, that a considerable portion of the clerical work in connection with the Montreal Citizen's Relief Committee for the sufferers by the fire at St. John's, Nfld. was performed by it.

The Council is glad to bear testimony to the satisfactory manner in which the Secretary and his staff have performed the work of a specially arduous twelve months.

The whole respectfully submitted.

E. B. GREENSHIELDS,

President.

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

RECORD

E. B. Green
 John B. M
 Edgar Jud
 Chas. P. H
 J. B. Learn
 Jas. A. Car
 R. Bickerd
 J. Cradock
 Archd. Nic
 R. M. Esda
 W. C. Mun
 Chas. H. G
 Jas. Slessor
 Geo. Childs
 H. Montag
 *Geo. W. St

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RECORD OF ATTENDANCE AT THE FORTY-ONE MEETINGS OF COUNCIL HELD DURING
YEAR 1892-93 UP TO 20TH JANUARY, 1893 INCLUSIVE.

NAME.	Regular Meetings, 38.				Special Meetings, 3.				Total Meetings, 41.			
	Present.	On leave of absence.	Absent.		Present.	On leave of absence.	Absent.		Present.	On leave of absence.	Absent.	
E. B. Greenshields.....	38	..	..	3	..	..	41	..	..	..	..	..
John B. McLea	38	..	..	3	..	..	41	..	..	..	..	..
Edgar Judge.....	36	..	2	3	..	..	39	..	2	..	..	..
Chas. P. Hébert.....	36	1	1	2	1	..	38	2	1	1	1	2
J. B. Learmont	34	2	2	3	..	..	37	2	2	2	2	2
Jas. A. Cantlie.....	33	1	4	2	..	1	35	1	5	5	5	5
R. Bickerdike.....	32	..	6	1	..	2	33	..	8	8	8	8
J. Cradock Simpson.....	31	3	4	2	1	..	33	4	4	4	4	4
Archd. Nicoll.....	30	4	4	3	..	..	33	4	4	4	4	4
R. M. Esdaile.....	30	1	7	2	..	1	32	1	8	8	8	8
W. C. Munderloh.....	29	9	..	3	..	..	32	9	..	..	..	..
Chas. H. Gould.....	26	10	2	1	2	..	27	12	2	2	2	2
Jas. Slessor.....	26	7	5	1	..	2	27	7	7	7	7	7
Geo. Childs.....	25	10	3	1	1	1	26	11	4	4	4	4
H. Montagu Allan.....	6	25	7	..	3	..	6	28	7	7	7	7
*Geo. W. Stephens, M.P.P.....	5	33	..	..	..	3	5	36	..	..	..	..

N. B.—An impromptu informal meeting held at an hour's notice on Saturday, 9th, and adjourned to Monday, 11th July, respecting the great fire at St. John's Nfld., is not included in the above record, as owing to the Council having adjourned, many members were out of town.

* Absent on leave fulfilling parliamentary duties at Quebec.

STANDING COMMITTEES, 1892.

EXECUTIVE COMMITTEE.

EDGAR JUDGE, Chairman. ARCHIBALD NICOLL, J. B. LEARMONT,
and the Treasurer, H. MONTAGU ALLAN, ex-officio.

BUILDING COMMITTEE.

E. B. GREENSHIELDS, Chairman. H. MONTAGU ALLAN. JAS. A. CANTLIE.
CHAS. H. GOULD. CHAS. P. HEBERT. W. C. MUNDERLOH,
and as Acting-Treasurer, EDGAR JUDGE.

INSOLVENCY COMMITTEE.

E. B. GREENSHIELDS, Chairman. JAS. A. CANTLIE. GEO. CHILDS.
R. M. ESDAILE, J. B. MCLEA, JAS. SLESSOR, GEO. W. STEPHENS.

FINANCE.

E. B. GREENSHIELDS, EDGAR JUDGE, H. MONTAGU ALLAN.

COMMITTEE FOR ANNUAL REPORT FOR 1892.

J. CRADOCK SIMPSON, Chairman, E. B. GREENSHIELDS,
CHAS. P. HEBERT, JAS. A. CANTLIE, EDGAR JUDGE,
R. BICKERDIKE, J. B. LEARMONT.

N. B.—The President is *ex-officio* a member of all Committees.

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

To the Members of the Montreal Corn Exchange Association.

GENTLEMEN,—Since the amalgamation of this Association with the Board of Trade it has not been the custom, as before that event, for the Committee of Management to present to the members of the Association any formal report of proceedings during its period of office, but the President has given at the annual meetings a verbal resumé of the Committee's work for the year. Experience has, however, shown that there are disadvantages connected with the recent method, the chief being that it affords no opportunity for a concise record of the Association's work. Your Committee therefore proposes to follow the older precedent of presenting an annual report, and it is informed that the Council of the Board of Trade will welcome such reports from it or any Branch Association of the Board, and include them in its printed annual report.

Necessarily many matters closely connected with the interests of this Association are taken up by the Council of the Board of Trade, and with regard to any such reference will be very brief,

REMOVAL OF THE TELEPHONE FROM LOCK NO. 2. LACHINE CANAL.

This was a matter of concern to all who have business connected with the Canal. Thanks to the Council's representations, the telephone was replaced in time to be of service during the season of navigation.

CANAL TOLLS.

The Council memorialized the Government early in the year, praying for the usual rebate in canal tolls on grain bound for Montreal and ports east thereof, and the rebate was granted by Order-in-Council dated 1st April, so that action on the part of your Committee was unnecessary. The threatened abrogation of this order in August led to your holding a special meeting with regard to the matter at which a resolution to address the Government urging that the rebate be continued was lost, an amendment being carried to the effect that no action be taken. The rebate was continued to the end of the season.

DELAY IN OPENING CORNWALL CANAL.

Although the Government was urged to have this canal opened in good time, it was the 1st May before vessels could pass through. It is much to be regretted that it has almost become a rule for the Cornwall Canal to be opened at a later date than the canals below it, rendering the latter meantime of little use to transportation interests.

NOMINATIONS FOR MEMBERS OF BOARDS OF EXAMINERS FOR FLOUR AND GRAIN.

The Committee was, as usual, requested by the Council to nominate the members on these two Boards, which nominations were adopted by the Council, and the Boards appointed as follow:

Wheat and other Grain.—Auguste Girard, A. G. McBean, Hugh McLennan, Robert Peddie, Adam G. Thomson.

Flour and Meal.—E. F. Craig, A. E. Gagnon, O. M. Gould, Jas. S. Norris, David Robertson.

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VACANT FLOUR INSPECTORSHIP.

The resignation, early in the year, of the flour inspector, Mr. L. A. Boyer, rendered that office vacant, and as there have been no applicants for the inspectorship, this port is, much to the regret of a large section of the trade, without a flour inspector.

SUGGESTED INSPECTION OF GRAIN BY THE MONTREAL INSPECTOR AT ANY CANADIAN OR UNITED STATES PORT.

This suggestion from a member of the Board was considered, but while such inspection might occasionally be of advantage to the exporter, your Committee considered that it would be difficult, if not impossible, to obtain the necessary amendment of the Inspection Law to authorize such inspection, and, moreover, that the powers of the Inspector under the present law are sufficient and satisfactory.

UNITED STATES RAILWAYS LIMIT THE NUMBER OF GRADES OF GRAIN THEY WILL RECEIVE FROM CANADIAN RAILWAYS FOR EXPORT IN BOND FROM U. S. PORTS.

Early in September an intimation was received through the Grand Trunk Railway that the United States trunk lines were about to meet with regard to the grading of Canadian grain shipped from New York, as last winter they had great difficulty in preserving the identity of the grain, the scattering of the cars necessitating the holding of part lots. Your Committee immediately placed the matter before you at a special meeting held 8th September, when it became evident that while members were generally agreed in objecting to the proposal not to preserve the identity of their grain, there were divergent opinions as to the remedy for the evil, the chief being (1) that the suggested grading at the shipping point by the New York Inspector be accepted as a solution of the difficulty; (2) that the inspection be in Canadian territory at the frontier or elsewhere. At a subsequent meeting of the Association you finally decided, though by no means unanimously, to support the second of these proposals, and the delegates then appointed to represent the Association at the conference with the United States Trunk Line Association in New York, Mr. Alex. McFee and Mr. A. G. McBean, were instructed accordingly.

Mr. Alex. McFee, on his returning from attending that meeting, submitted to the Association the official report of its proceedings and the conclusions arrived at, and said that three Canadian Boards were represented at the conference, viz., Toronto, Winnipeg and Montreal, and that all three were in accord upon the point that the inspection of Canadian grain should be in Canadian hands.

The U. S. trunk lines resolved at that meeting that the maximum number of grades which could be accommodated in the bonded bins of their elevators and boats at New York was thirteen (subsequently increased to fifteen), viz.:—Manitoba wheat, 3 grades; Ontario wheat, 2 grades; Ontario rye, 2 grades; Ontario oats, 2 grades; Ontario barley, 2 grades; Ontario peas, 2 grades. Grain from Province of Quebec to come under same grades as grain from Ontario.

The small number of grades for which accommodation could be provided evoked considerable dissatisfaction from the meeting held to receive Mr. McFee's report, but as the United States railways had agreed to refuse to accept any grain for export from Canada unless already graded, the following committee was appointed to make all necessary arrangements for putting the new regulations into effect:—Messrs. A. G. Thomson, Jas. Carruthers, A. G. McBean, W. A. Hastings, Alex. McFee and T. A. Crane. The committee, after correspondence with the Toronto Board, agreed that the following should be the grades of grain for which bins shall be reserved in New York:—

No. 2 Spring Wheat,	No. 2 Mixed Oats,
No. 2 Red Winter Wheat,	No. 2 Black Eye Peas,
No. 1 White Winter Wheat,	No. 2 Peas,
No. 2 " " "	No. 2 Barley,
No. 2 Goose Wheat,	No. 3 Extra Barley,
No. 2 Buckwheat,	Manitoba Wheat Nos. 1, 2 & 3 Hard.
No. 2 White Oats,	

In the meantime the Boston & Maine Railway Company had intimated that similar arrangements would be put into effect at Boston where twenty grades could be accommodated; these also were agreed upon by the Toronto Board and your Committee, as follows:—

No. 2 Spring Wheat,	No. 2 Peas,
No. 1 Red Winter Wheat,	No. 2 Black Eye Peas,
No. 2 " " "	No. 2 Mummy Peas,
No. 1 White Winter Wheat,	No. 2 White Eye Marrowfat Peas,
No. 2 " " "	No. 2 Buckwheat,
No. 2 Goose Wheat,	No. 2 Barley,
No. 2 White Oats,	No. 3 "
No. 2 Mixed "	No. 3 Extra Barley,
No. 2 Rye,	Manitoba Wheat Nos. 1, 2 & 3 Hard.

GRAIN STORED IN THE INTERCOLONIAL RAILWAY ELEVATOR AT HALIFAX—ITS
IDENTITY STILL PRESERVED.

In consequence of the issuance of a new departmental regulation providing that the Department does not undertake to keep grain separate from other grain of similar kind and grade, the special committee communicated to the General Freight Agent of the Intercolonial Railway, its wish that when shippers desire, the identity of their grain should be preserved as heretofore. Your Committee is glad to report that arrangements have been made accordingly.

MIXING OF GRADES IN REGULAR ELEVATORS.

Your Committee, at the request of the Winnipeg Grain and Produce Exchange, approved its recommendation that all terminal elevators at the lakes and seaboard should be declared and made regular elevators, (i.e. those in which the Government Inspector has complete control, and where all grain is inspected on entering and

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leaving,) and that no mixing of grades should be allowed in such elevators, and that in the case of the shipment of any mixed cargo the inspection certificate shall show the composition of the cargo. The Winnipeg Exchange subsequently intimated that it believed that the Government was formulating regulations to meet the principle of its recommendation.

UNAUTHORIZED SIGNATURES TO BILLS OF LADING.

It being represented that the Bills of Lading of some of the steamship lines at this port are signed by persons who may not be legally authorized therefor, and that shippers might thereby be placed at a disadvantage by such bills of lading being disputed, the steamship companies here were addressed asking that they give the Committee some assurance that the bills of lading issued from their offices here are signed by duly authorized representatives. The replies of the various steamship companies to that circular stated that their bills of lading were signed by duly authorized representatives.

DESIRED APPOINTMENT OF A DISTRICT GENERAL FREIGHT AGENT AT THE CITY OFFICE OF THE GRAND TRUNK RAILWAY.

The General Manager of the Grand Trunk Railway was addressed early in the year with regard to a very general desire on the part of merchants that a District General Freight Agent should be appointed who would be permanently located at the Company's city office. The General Manager appreciated the reasonableness of this request and thereafter appointed an Eastern District Freight Agent, and the arrangement has proved a great convenience to the trade.

REMOVAL OF G. T. R. STEAMSHIP CLERKS FROM CITY OFFICE TO THE HEAD OFFICE.

The inconvenience caused to dealers shipping in winter by the removal, at the close of navigation, of the steamship clerks from the city office to the head office, led your Committee to represent the matter to the General Manager, who most courteously replaced the clerks at the city office.

CHICAGO MARKET QUOTATIONS.

These quotations were for the first half of the year obtained through firms of brokers in this city at a considerable expense to the Board of Trade, but upon the G.N.W. Telegraph Co. intimating that it could from the 18th July resume furnishing over the "Ticker" complete quotations of the Chicago market, the Council approved an arrangement for that service at still greater cost. While the "Ticker" information is available to every member of the Board of Trade, your Committee is aware that the market quotations are of more interest to the Corn Exchange members than to most others, and it therefore gladly accords its thanks to the Council of the Board of Trade for approving the somewhat large expenditure necessitated on this account by the new arrangement.

REVIVAL OF THE CALL BOARD SUGGESTED.

Some members expressing the opinion that the Call Board for grain might be re-established here, your Committee took the matter into consideration, but the ex-

perience of that institution some years ago was not such as to lead the Committee to favour its revival.

PROVINCIAL QUARANTINE REGULATIONS THREATEN TO INTERFERE WITH MONTREAL'S
TRANS-ATLANTIC TRADE.

The issuance of an order by the Provincial Board of Health forbidding any vessels coming from any infected port from touching at any port in this Province, led to representations being made by a deputation of your Committee to the Provincial Treasurer and Health Officer, to the effect that with proper quarantine arrangements such stringent regulations were unnecessary, and moreover that the order would have a most prejudicial effect upon the export business of this Province, for if ships were not permitted to arrive, it was obvious that outward freight would not be procurable. The Committee has reason to believe that its representations led the Central Board of Health to be somewhat more considerate of the effect of its edicts upon the commerce of the country.

NEW PROVINCIAL TAXATION.

The proposal of the Provincial Government in June last to tax all wholesale dealers \$100 per annum whether their business was large or small, caused your Committee to at once address the Provincial Treasurer strenuously objecting to the terms of such taxation on the ground that the small wholesale dealer, with a stock of only five hundred dollars, would be liable to the same extent as the largest and wealthiest. The Provincial Treasurer's reply stated that the sources of taxation in this province are very limited, and that after consideration this system had been chosen in preference to an income tax.

Objections to the unequal distribution of this tax became very general, and the Council of the Board of Trade has been vigorously opposing it by letter and deputation, your Committee being represented on the latter. So far, however, the taxation has not been removed, but the impression prevails that as the result of representations made it will be amended so as to press less heavily on the smaller wholesale dealers.

REPORT OF THE ASSOCIATION'S REPRESENTATIVE ON THE HARBOUR COMMISSION.

MONTREAL, 24th January, 1893.

To the President and Committee of Management of the

Montreal Corn Exchange Association.

GENTLEMEN,—

The important work of the year upon the harbour of Montreal was the carrying on of the construction of the Guard Pier, which is the most prominent feature of the Harbour Enlargement Plan, and which was commenced in 1891. It was intended to have done much more than was accomplished, but the non-delivery of essential parts of the working plant, and the imperfect condition of other parts, very seriously retarded progress. As it was 268,441 cubic yards were dredged and used in the construction of the Pier, and \$78,540 was expended in this and other work upon it.

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An improvement of some importance to trade was made at Windmill Point by laying a railway track the whole length of the wharf, thus giving over half a mile of additional track for the transfer of freight between ships and cars.

At Hochelaga a large addition was made to the available wharf space by completing the back-filling and macadamizing of the lower end of the new wharf, below the Hudon Cotton Mill. The filling was also extended, but of narrow width, to the new pier at the St. Lawrence Sugar Refinery, so as to form a road bed for extending the railway tracks to that important pier, and also to further the building of additional wharves hereafter.

The repairs upon the wharves have been heavier than usual, mainly on account of some large items of renewals in the cribwork and planking, and in the liberal use of macadamizing stone on the roadways.

The dredging plant has been increased by the addition of a large dredge, three floating derricks and six flat-deck scows.

The trade of the port for the season of 1892 shows a very satisfactory improvement over that of last year. Ocean tonnage increased nearly 100,000 tons.

The exports of grain, lumber, butter, cheese, apples, etc., have considerably increased; cattle and sheep on the contrary show a falling off. The imports of coal show a very substantial increase.

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

Wheat.....	8,379,562	bushels.
Corn.....	1,763,854	“
Peas.....	2,255,691	“
Oats.....	5,930,750	“
Barley.....	403,978	“
Rye.....	160,391	“
Total for 1892.....	18,894,226	
“ “ 1891.....	14,179,037	
Increase for 1892.....	4,715,189	

Compared with the season of 1891 these figures show an increase of 2,242,566 bushels of *Wheat*; 255,223 bushels of *Peas*; 5,151,830 bushels of *Oats*, and a decrease of 430,957 bushels of *Corn*; 410,404 bushels of *Barley*, and 2,093,069 bushels of *Rye*, or a total increase in 1892 of 4,715,189 bushels.

The revenues of the harbour have felt the improvement in this trade, and they are this year \$290,187.88, as against in 1891, \$260,443.04; showing an increase in 1892 of \$29,744.84, or about 11½ per cent.

Very respectfully,

CHARLES H. GOULD,

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

ANNUAL EXCURSION.

This was held on August 18th by rail to Vaudreuil where a pleasant afternoon was spent, followed by a well-served dinner at the Lotbinière House at which some interesting speeches were made by invited guests and members. The thanks of this Association were conveyed to the Grand Trunk Railway and Canadian Pacific Railway Companies, who kindly conveyed the party to and fro free of charge.

NEW MEMBERS.

The following have been admitted to membership in the Association during the past year:—Mr. Edmond Denis; The Canada Meat Packing Company; Mr. J. R. Ronald, of Messrs. Harling & Ronald; Mr. Walter Oliver, and Mr. Harold Hampson.

OBITUARY.

MEMBERS.—Mr. F. H. Warrington died July 26th; Mr. D. J. Rees died Sept. 17th; Mr. Walter Wily died October 27th; Mr. L. P. Bruneau died December 22nd.

Mr. M. P. Ryan, Collector of Customs, died Jan. 15th 1893. This gentleman having been President of the Association for the four years, 1870 to 1873, the Association met on receiving the news of his death and adopted the following resolution:—

Resolved.—That this Association has learned with deep regret of the death of Mr. M. P. Ryan, for many years one of its most active members, and its President from 1870 to 1873.

That Mr. Ryan's unfailing urbanity and kindness of disposition won for him the warmest esteem of all with whom he was brought into contact, both as a merchant and as Collector of Customs for this port, and that the members of this Association regard his death as a serious loss to the community.

That the sincere condolences of this Association are hereby tendered to Mrs. Ryan and family in the sad bereavement that has befallen them,

Respectfully submitted on behalf of the Committee of Management,

D. A. McPHERSON, President.

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REPORT OF THE MONTREAL MARINE UNDERWRITERS' ASSOCIATION.

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

GENTLEMEN,—

The Montreal Marine Underwriters' Association in connection with your Board begs to submit its Second Annual Report as follows:—

The continued illness of Capt. G. W. Morrison, Deputy Port Warden, necessitated at the opening of the season of navigation, the appointment of a substitute to replace him for the season, or until he was sufficiently recovered to resume his duties, and as such appointment was naturally of interest to the members of this Association, it was decided to recommend to your Board the appointment of Capt. Vibert as being the most suitable of the applicants for the position. Capt. Vibert was appointed, and he has performed the duties of Deputy Warden throughout the season to the evident satisfaction of all concerned.

After the death of Captain Morrison which occurred on May 12th, you decided to fill the vacancy thus created by the appointment of Captain Reid from April, 1893, and he will no doubt fulfil the duties of the Deputy Wardenship with the zeal and faithfulness which characterized the late Captain Morrison.

The resignation from the Port Warden Board of Examiners, of one who has for years past represented the insurance interest thereon, induced the Association to press for the appointment of one of its members in his stead, and it was decided to nominate Capt. J. J. Riley. This nomination met with your approval, and Capt. Riley is now a member of that Board.

The proposed amendment of the Port Warden regulations governing the loading of grain, occupied the attention of the Association. The result of a full consideration was formulated in a resolution deprecating any change whatever. This resolution was communicated to you and this Association was glad to note that the slight amendments which were subsequently made in the regulations were not such as to effect prejudicially the interests of Underwriters.

The necessity for the appointment of a competent sea-faring man as one of the Cattle Inspectors at this port, was again pressed upon the Government by memorial and otherwise, to which the Minister of Marine replied, that the present Inspectors were governed in the performance of their duties, by rules and regulations which they must observe, and it was not probable that they would be found incapable or unsuitable for the work, he further promised that should a vacancy occur this Association's recommendation would be kept in mind.

Subsequent complaints to and correspondence with the Minister have, it is thought, been the means of inducing a more strict adherence to the regulations than heretofore.

The destruction by fire of the Hrmburg American Packet Co.'s sheds on the wharves was discussed by the Association with a view to taking action towards preventing a similar occurrence in the future, the result being that the Harbour Commissioners were asked to have all oil and lamps removed from the sheds on

the wharves and placed in tanks or iron boxes outside the sheds, to limit the quantity of oil in such tanks or boxes to five gallons each, and to make a rule strictly prohibiting smoking in or about the sheds.

This request the Harbour Commissioners' communicated to the Steamship Agents and Stevedores doing business at this port, and replies satisfactory to this Association have been received from nearly all concerned.

The Secretary of Lloyds wrote in April asking this Association to nominate a suitable person for the agency of that corporation which had become vacant at Victoria, B.C. After careful enquiry the Association recommended Mr. Henry Croft, which recommendation, however, was not adopted, as in May, the Secretary of Lloyds had again written, and while thanking the Association for its trouble, intimated that a Mr. A. P. Rithet had been appointed.

Upon enquiry by the Pilotage Committee into the stranding of the S.S. Peace, and action taken there anent by the Quebec Harbour Commissioners, it was learned that the Pilot had been found guilty of negligence and suspended to the 1st December.

The agents of the SS. State of Georgia, which was stranded at Cap a la Roche, having asked the advice of the Association as to the disposal of her cargo, it was recommended that all damaged and perishable goods be sold by auction at this port, and that the undamaged portion of the cargo be forwarded to its destination. This advice the agent acted upon.

An interesting letter descriptive of the light, signal and pilotage services in the River and Gulf was received from Mr. E. L. Bond and referred to the Committee on St. Lawrence Navigation and Pilotage for consideration and report.

The uncertainty of the date of the removal of the buoys from the river has been under consideration, and your Board has recently been requested to use its influence towards having a fixed date for such removal named by the Government, the 23rd November being the date suggested.

The Association's correspondents at Halifax and St. John's, Nfld., have rendered good service by advising whenever a wreck or accident occurred in their respective vicinities.

An additional hardware appraiser has been appointed for London, Ont., in the person of Mr. D. J. Cowan.

Other matters of minor importance have engaged the attention of the Association from time to time throughout the year.

The whole respectfully submitted,

JOHN POPHAM,

President Montreal Marine Underwriters' Association.

TOTAL SHIPMENTS OF PRODUCE TO PARTICULAR PORTS, VIA RIVER, ST. LAWRENCE, FROM THE OPENING OF NAVIGATION, APRIL 23rd, 1892 (first arrival from sea), TO THE CLOSE, NOVEMBER 24th (last departure for sea), WITH COMPARATIVE TOTALS FOR 1891.

PORTS.	Wheat bush.	Corn bush.	Peas bush.	Oats bush.	Barley bush.	Rye bush.	Flour bris.	Oatmeal Comm' bris.	Ashes Pots and Pearls bris.	Butter pkgs.	Cheese bxs.	Pork bris.	Lard bris.	Hams and Bacon boxes.	Canned Meats pkgs.	Phosp'te tons.
Liverpool	2,909,376	719,362	347,812	1,250,999	51,311	8,612	184,483	14,450	509	29,988	423,307	.....	2,305	4,607	46,713	3,704
London	331,178	40,639	576,252	1,383,044	21,977	.....	61,422	4,213	.....	2,589	575,092	.....	1,400	.....	453	863
Glasgow	1,401,994	565,670	298,647	1,182,821	241,686	185,769	239,792	23,211	289	11,555	127,495	.....	3,508	398	14,689	.....
Avonmouth	1,342,148	29,457	79,228	783,417	23,361	.....	24,894	497	531	59,929	445,329	.....	314	3,241	12,112	.....
Aberdeen	15,896	23,007	10,494	3,710	.....	.....	20,275	2,108	.....	907	6,109	.....	1,627	.....	.....	260
Cork	98,922	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	300
Dundee	52,856	.....	2,108	16,311	32,182	.....	1,253	.....	.....	.....	518	.....	.....	.....	.....	.....
Fleetwood	133,053	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gloucester	105,636	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hull	170,686	.....	43,327	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	180
Leith	446,322	60,071	150,618	32,912	4,500	13,950	32,816	1,071	.....	2,131	31,410	.....	.....	.....	.....	160
Newcastle	182,481	.....	6,502	32,482	.....	.....	6,996	.....	.....	686	5,562	.....	.....	.....	.....	.....
Plymouth	90,331	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Queenstown	88,372	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sharpness	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Hartlepool	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Antwerp	330,054	232,68	89,401	102,690	17,259	36,574	3,851	.....	54	18	25	.....	.....	.....	.....	245
Copenhagen	27,010	33,146	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100
Hamburg	453,585	17,934	301,340	76,982	28,477	5,796	5,796	5.0	5	140	847	.....	8,342	.....	1,850	1,361
Rotterdam	454,518	42,065	236,780	73,654	8,762	111,709	1,440	.....	.....	161	.....	.....	.....	.....	.....	350
Jamaica	.....	.....	.....	650	.....	.....	5,155	.....	.....	130	4	.....	.....	.....	.....	.....
Lower Ports	8,489,698	1,764,850	2,263,639	5,020,140	404,038	385,091	608,063	46,080	1,338	101,294	1,615,698	.....	17,386	8,246	75,517	7,063
	.....	1,818	11,939	5,891	1,392	.....	261,806	3,412	163	7,389	2,521	7,594	232	52	3,406	.....
Total for 1892	8,459,698	1,766,707	2,275,578	5,026,031	406,030	385,091	869,860	49,492	1,338	108,883	1,618,219	7,594	17,618	8,296	78,923	7,063
Total for 1891	6,136,996	2,190,001	1,996,904	752,836	813,412	2,253,415	669,527	20,475	1,637	80,689	1,338,369	8,164	11,392	6,875	75,794	15,135
Increase or Decrease	2,322,702 Increase	425,294 Decrease	278,674 Increase	4,273,195 Increase	407,382 Decrease	1,808,324 Decrease	200,342 Incr'se	29,017 Incr'se	299 Decrease	28,184 Increase	279,820 Increase	570 Decrease	6,226 Increase	1,423 Increase	3,129 Increase	8,072 Decrease

TOTAL RECEIPTS OF PRODUCE AT MONTREAL DURING THE YEAR 1892, WITH COMPARATIVE FIGURES FOR 1891.

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brls.	Oatmeal. brls.	Cornmeal brls.	Ashes, Pots and Pearls, brls.	Butter. pkgs.	Cheese. boxes.	Meats, Hams & Bacon, boxes.	Leather. rolls
Per Grand Trunk Railway.....	1,371,057	18,904	1,259,616	2,777,563	294,097	17,021	343,239	18,345	375	950	110,380	806,211	73,385	30,664
Per Canadian Pacific Railway.....	2,721,313	9,916	752,217	2,779,255	212,162	35,481	592,544	36,748	362	578	169,374	705,630	6,487	23,884
Via Lachine Canal and the River.....	7,08,569	1,783,254	558,020	829,726	186,074	336,272	1,105	2,306	71	174	2,113	167,305	9	65
Total, 1892.....	11,174,939	1,812,084	2,569,863	6,357,544	692,333	588,774	986,883	57,399	808	1,702	221,867	1,679,136	80,331	54,113
Total, 1891.....	8,389,687	2,130,080	2,024,199	1,732,026	1,852,085	2,425,887	1,153,421	35,212	550	1,771	211,978	1,372,279	59,790	45,380
Increase or decrease.....	2,785,252 Increase.	317,906 Decrease.	545,664 Increase.	4,614,918 Increase.	659,752 Decrease.	2,037,113 Decrease.	166,533 Decrease.	22,187 Increase.	398 Increase.	69 Decrease.	9,889 Increase.	306,857 Increase.	20,541 Increase.	8,733 Increase.

TOTAL SHIPMENTS OF PRODUCE FROM MONTREAL DURING THE YEAR 1892, WITH COMPARATIVE FIGURES FOR 1891.

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brls.	Oatmeal. brls.	Cornmeal brls.	Ashes, Pots and Pearls, brls.	Butter. pkgs.	Cheese. boxes.	Meats, Hams & Bacon, boxes.	Leather. rolls.
European, via River St. Lawrence.....	8,489,698	1,764,859	2,263,639	5,020,140	404,038	385,091	608,063	46,780	.....	1,338	101,234	1,615,698	83,763	1,614
Lower Ports, via River St. Lawrence.....	.....	1,848	11,939	5,801	1,992	.....	291,806	3,412	165	.....	7,589	2,521	3,458	461
Via Lachine Canal and River Steamers.....	.....	1,000	2,104	836	1,010	.....	58,948	356	3,300	.....	1,273	1,245	945	712
Per Grand Trunk Railway.....	114,081	46,136	90,655	55,428	.....	.....	107,370	424	.....	.....	5,305	10,597	6,396	3,580
Total, 1892.....	8,603,379	1,813,843	2,368,337	5,082,265	407,040	385,091	1,036,187	50,272	2,465	1,338	115,461	1,630,661	94,562	6,376
Total, 1891.....	6,230,224	2,252,662	2,075,591	817,675	814,882	2,253,460	735,452	20,475	5,061	1,637	84,069	1,345,270	85,987	4,830
Increase or decrease.....	2,373,155 Increase.	438,819 Decrease.	292,746 Increase.	4,264,620 Increase.	407,342 Decrease.	1,868,369 Decrease.	240,735 Increase.	29,797 Increase.	2,596 Decrease.	289 Decrease.	31,392 Increase.	288,791 Increase.	8,575 Increase.	1,546 Increase.

Lowest a	Years.
.....	1892
.....	1891
.....	1890
.....	1889
.....	1888†
.....	1887
.....	1886
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Dec. 30, 1892
Dec. 24, 1892
Dec. 25, 1892
Dec. 27, 1892
Dec. 28, 1892

* Minneapol

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.
1892	3 45 @	4 80	0 70 @	1 03					
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.

Visible supply of Grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by water, 31st December, 1892:—

DATE.	Wheat. Bushels.	Corn. Bushels.	Oats. Bushels.	Rye Bushels.	Barley. Bushels.
Dec. 31, 1892.	81,294,000	11,426,000	6,341,000	1,190,000	2,205,000
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.	38,301,447	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.

1,546 Increase.
 8,575 Increase.
 286,791 Increase.
 1,31,592 Increase.
 299 Decrease.
 2,596 Decrease.
 29,787 Increase.
 240,735 Increase.
 1,888,389 Decrease.
 407,342 Decrease.
 4,264,620 Increase.
 292,746 Increase.
 488,819 Decrease.
 2,373,155 Increase.
 Increase or decrease

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

YEAR.	LONDON.		LIVERPOOL.	
	WHEAT, qrs.	CORN, qrs.	WHEAT, qrs.	CORN, qrs.
1892.....	235,000	55,000	680,000	105,000
1891.....	525,000	25,000	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	560,000	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	55,000	115,000	125,000
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, 1891: Wheat 2,468,000 qrs.; corn, 356,000 qrs. 31st December, 1892: Wheat, 2,733,000 qrs.; corn, 280,000 qrs.

INSPECTION OF GRAIN.

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

	1892	1891	1890	1889
	Bush.	Bush.	Bush.	Bush.
Wheat.....	5,417,800	3,740,800	661,900	1,948,000
Corn.....	1,538,200	1,026,000	3,226,700	5,423,400
Peas.....	4,079,500	3,120,300	1,854,700	1,320,300
Oats.....	11,161,200	2,463,800	975,000	122,700
Barley.....	461,600	997,800	100,200	177,300
Rye.....	490,700	2,526,700	460,400	113,100
Buckwheat.....	808,000	390,800	126,300	.....
	23,957,000	14,266,200	7,405,200	9,104,800

STOCKS

1888.

Wheat ...
Corn
Peas
Oats.....
Barley
Rye
Flour

1889.

Wheat ...
Corn
Peas
Oats.....
Barley
Rye
Flour

1890.

Wheat ...
Corn
Peas
Oats.....
Barley
Rye
Flour

1891.

Wheat ...
Corn
Peas
Oats.....
Barley
Rye
Flour

1892.

Wheat ...
Corn
Peas
Oats.....
Barley
Rye
Flour

MONTREAL CORN EXCHANGE ASSOCIATION.

OFFICE-BEARERS FOR 1892.

COMMITTEE OF MANAGEMENT.

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

JOHN BAIRD,
 A. J. BRICE,
 E. F. CRAIG,

JAS. S. NORRIS,
 R. PEDDIE,
 ADAM G. THOMSON.

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<p>Baird, C. J. Baird, Jno. Batterbury, F. R. Bickerdike, R. Brice, A. J. Brossard, M. Brown, Thos. B. Bruneau, L. P. Budden, H. A.</p>	<p>Hampson, Harold. Hampson, R. Hanna, Geo. H. Harvie, R. Hastings, W. A. Hodgson, Arthur. Hodgson, Henry. Hunsicker, J. E. Hurtubise, A. L. Hutonison, Wm.</p>	<p>Nivin, Wm. Norris, Jas. S.</p>	<p>Scott, Jas. Scott, J. P. Scott, Wm. Shaw, Jas. Sidey, J. G. Simms, Robt. Sinton, Jas. C. Smith, J. Lionel. Smith, Lionel J. Smith, M. B. Smith, Wm. B. "Star." Stewart, James F. Stewart, Wm. Strachan, James. St. Onge, S.</p>
<p>Can. Pac. Ry. Frt. Agt. Do. Foreign Frt. Office. Carruthers, Jas. Cookson, S. Cowie, A. McK. Craig, E. F. Crane, T. A. Currie, Jas.</p>	<p>Inglis, James. Jacques, Geo. E. Judge, Edgar. Kinghorn, G. M. Kingman, Abaer. Kirkpatrick, Jno. E.</p>	<p>Ogilvie, W. W. Oliver, Walter. Oswald, W. R.</p>	<p>Tatley, Wm. Thom, James. Thomson, Adam G. Thomson, D. G. Thomson, Geo. A. Torrance, John. Torrance, John, jr. Truteau, A. C.</p>
<p>Dawes, J. P. Dillon, John. Dobell, H.</p>	<p>Labelle, Hospice. Lafrenière, J. O. Laing, Peter. Lebel, J. P. LeMesurier, W. M.</p>	<p>Quintal, Joseph.</p>	<p>Vadinaet, Louis. Vian, C. T. Vipond, T. S.</p>
<p>Esdaile, C. B. Esdaile, R. M. Evans, William.</p>	<p>Magor, Victor. Marsan, Wilfred. Mason, Hy. Meighan, Robt. Mitchell, Alex. Montreal Elevating Co. Munn, Stewart. Munn, Wm. A. Murray, H. E.</p>	<p>Raphael, H. W. Reford, R. Rendell, Jas. E. Richelieu & O. N. Co. Robertson, David. Robillard, Jos. Robinson, G. W. Ronald, J. R. Routh, F. A.</p>	<p>Wade, E. J. Wait, George. Ward, Joseph. Warrington, Jno. T. Watt, D. A. P. Wight, R. E. Williamson, James. "Witness."</p>

ARTHUR

Birks, Arth
 Boivin, Lec
 Brosseau, I

Carter, Stev
 Cheput, Ch
 Childs, Geo
 Colson, C. E
 Cusson, Ale

MO

VICE

Bourgouin,
 neau & Cie.
 Brophy, Cains

Carsley & Co.
 Caverhill, Ki
 Binmore.

M. Fisher, Sor

MONTREAL WHOLESALE GROCERS ASSOCIATION.

OFFICE-BEARERS FOR 1892.

EXECUTIVE COMMITTEE.

PRESIDENT - - - - - GEO. CHILDS.

VICE-PRES.:—CHAS. P. HÉBERT.

TREASURER:—D. T. TEES.

DIRECTORS:—CHAS. CHAPUT, W. W. LOCKERBY, J. C. ROSE.

COMMITTEE OF ARBITRATION.

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MONTREAL WHOLESALE DRY GOODS ASSOCIATION.

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PRESIDENT—R. L. GAULT.

VICE-PRESIDENT—E. B. GREENSHIELDS.

TREASURER—WM. REID.

DIRECTORS:

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MONTREAL MARINE UNDERWRITERS ASSOCIATION.

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PRESIDENT,—JOHN POPHAM.

VICE-PRESIDENT,—ARCHIBALD NICOLL

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MONTREAL BUTTER AND CHEESE ASSOCIATION.

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PRESIDENT - - - - - JOHN MCKERGOW,
(Of Messrs. A. A. Ayer & Co.)

VICE-PRESIDENT :—JOSHUA A. BELL.

TREASURER :—FRANK DUCKETT.

A. J. BRICE.

A. W. GRANT.

J. VAILLANCOURT.

F. H. WARRINGTON

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JAS. DALRYMPLE.

P. LAING.

C. LANGLOIS.

D. A. McPHERSON.

W. T. WARE.

MEMBERS.

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M

1ST VICE

R. BICKER

GEO. CHIL

R. M. ESDA

CHAS. H. G

ANDREW A

ROBERT AR

JAS. P. CLEG

HON. GEO. A

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2ND VICE-PRES. : JAS. A. CANTLIE.

TREASURER : H. MONTAGU ALLAN.

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GEO. CHILDS,
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ARCH. NICOLL,
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WM. WAINWRIGHT,
HON. J. K. WARD,
RICHARD WHITE.

Secretary - - - - - GEO. HADRILL.

MEMBERS:

NAME.	FIRM.	BUSINESS.	ADDRESS.
Abbott, Wm.	Abbott & Co	Manufacturers	219 DeLorimier Avenue.
Acer, C. M.		Mine owner.	41 St. Francois Xavier street.
Adams, R. C.	McIndoe & Aird	Leather and Commission.	66 St. Peter street.
Aird, Wm. D.		Confectioner.	319 St. James street.
Alexander, Chas.		Butter, Cheese and Grain.	15 St. Peter street.
Alexander, Jas.	H. & A. Allan	Ship Owner.	25 Common street.
Allan, Andrew A.			
Allan, Bruce J.			
Allan, Hugh A.			
Allan, H. Montagu			
Allan, Jno. S.			
Allard, Louis		Valuator	383 St. Denis street.
Allen, Jas.			
Allen, Jos.	British American Dying Co.	Dyers and Finishers.	221 McGill street.
Alston, Jos. E.		Dry Goods Merchants.	117 and 119 King street East, Hamilton, Ont.
Ames, E. F.	Ames, Holden & Co.	Boot and Shoe Manufacturers.	47 and 49 Victoria Square.
Ames, Herbert B.	Ames, Holden & Co.	Boot and Shoe Manufacturers.	47 and 49 Victoria Square.
Anderson, Chas. H.		Commission Agent.	43 St. Sacrament street.
Anderson, D.	Anderson, McKenzie & Co.	Steamship and Ship Agent.	223 Commissioners street.
Anderson, Jas. D., sr.			
Anderson, Jas. D., jr.			
Anderson, Jno.			
Anderson, Robt. J.			
Angus, Andrew.	Angus, Mooney & Co	Leather Merchants	8 St. Helen street,
Angus, Wm.		Chemical Pulp and Paper Maker.	15 Victoria Square.
Archer, Robt.			
Arnott, Jno. R.		Brewer	420 Cadieux street.
Atkin, Jno.			
Atkinson, M. B.			
Ault, Chas.			
Ayer, A. A.	A. A. Ayer & Co	Merchant & Exporter Cheese & Butter	56 McGill street.
Baby, Horace.			
Bacon, F.	Bacon Bros.	Manufacturers' Agents.	377 St. Paul street.
Bacon, Thos. P.	Bacon Bros.	Manufacturers' Agents.	377 St. Paul street.
Badenach, Thos.			
Badgley, John C.			
Baile, Andrew		Coal Merchant.	1761 Notre Dame street.
Bailey, Jas.	R. Reford & Co.	Marine Superintendent.	68 McGill street,
Baillie, Jno.	Dominion Oil Cloth Co.	Manager.	23 St. Sacrament
Bain, Jas. W., M.P.		General Merchant.	Corner St. Catherine and Parthenais street.
Baird, Geo.			
Baird, C. J.			
Baird, Jno	Jno. Baird & Co	Com. Mer., Fish and Fish Oils, &c.	43 St. Francois Xavier street.
Baker, Joel C.			
Balfour, J. Hutton.	Standard Life Insurance	Chief Clerk.	
Bannister, J. F.			
Barbeau, E. J.			
Barbeau, Hy.	City and District Savings Bank.	Manager.	
Barnard, H. A.		Manufacturers' Agent	
Barry, Geo.			
Barthe, L. A. P.			

176 St. James street,
339 St. P.

Badgley, John C.
 Baile, Andrew
 Baillie, Jas.
 Bailly, Jno.
 Barn, Jas. W., M.P.
 Baird, Geo.
 Baird, C. J.
 Baird, Jno

Baker, Joel C.
 Balfour, J. Hutton
 Bannister, F.
 Barbeau, E. J.
 Barbeau, Hy.
 Barnard, H. A.
 Barry, Geo.
 Barthe, L. A. P.
 Battersby, F. R.
 Battersoy, D.
 Baumgarten, A.
 Baylis, Jas.
 Beattie, Jno.
 Beauchamp, Louis.
 Beaudry, J. N.
 Beaugrand, H.
 Bedard, N. F.
 Belair, Adolphe P.
 Bell, Joshua A.
 Bell, J. B.
 Bellow, H. F.
 Benjamin, F. P.
 Benson, A. A.
 Bentley, D.
 Besseute, D. Z.
 Bickerdike, K.
 Biggar, E. B.
 Billingsley, Fred.
 Binks, G. H.
 Binmore, Fred.
 Birss, Jas. H.
 Birks, Arthur
 Bishop, Geo.
 Black, Chas. R.
 Black, Ed.
 Black, Jno.
 Black, Lewis S.
 Blackader, C. H.
 Blackwell, K. W.
 Blacklock, G. H. E.
 Blacklock, W. M.
 Bland, Geo.
 Blue, Walter.
 Boas, R. A.
 Boas, Feodor.
 Boivin, Guil.
 Boivin, Leonard I.
 Bolton, Richard

Standard Life Insurance
 City and District Savings Bank
 St. Lawrence Sugar Refining Co.
 Jas. Baylis & Son.
 The Central Agency
 Richehieu & Ontario Nav. Co
 Bell, Simpson & Co
 Andrews, Bell & Co.
 J. Bursall & Co.
 C. H. Binks & Co.
 Birks, Corner & Co.

Coal Merchant.
 Marine Superintendent.
 Manager.
 General Merchant.
 Com. Mer., Fish and Fish Oils, &c.

Chief Clerk
 Manager
 Manufacturers Agent
 Commission Merchant
 Vice-President
 Carpets, Oil Cloths and Curtains
 Manager
 Commission Merchant
 Secretary-Treasurer
 Com. Mer., Cheese, Butter, &c.
 Butter and Cheese
 Commission Merchants
 Commission
 Live Stock Exporter
 Publisher Canadian Journal of Fabrics
 Lumber Merchants
 Importers
 Wholesale Grocers
 Commission Merchant
 Wholesale Clothing
 Retired Merchant
 Importers
 President

176 St. James street.
 339 St. Paul street.
 201 St. James street.
 Corn Exchange Building,
 1837 Notre Dame street.
 12 Debresoles street.
 108 St. Hubert street.
 2-8 St. Paul street.
 17 William street.
 472 St. Paul street.
 41 St. Francois Xavier street.
 Room 6, 146 St. James street.
 235 Commissioner street.
 43 St. Sacramento street.
 Quebec, Que.
 646 Craig street.
 18 and 20 St. Sacramento street.
 22 St. John street.
 Sherbrooke, Que.
 286 St. Paul street.
 338 St. Paul street.
 1763 Notre Dame street.

Coal Merchant.
 Marine Superintendent.
 Manager.
 General Merchant.
 Com. Mer., Fish and Fish Oils, &c.

Chief Clerk
 Manager
 Manufacturers Agent
 Commission Merchant
 Vice-President
 Carpets, Oil Cloths and Curtains
 Manager
 Commission Merchant
 Secretary-Treasurer
 Com. Mer., Cheese, Butter, &c.
 Butter and Cheese
 Commission Merchants
 Commission
 Live Stock Exporter
 Publisher Canadian Journal of Fabrics
 Lumber Merchants
 Importers
 Wholesale Grocers
 Commission Merchant
 Wholesale Clothing
 Retired Merchant
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 President

176 St. James street.
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 286 St. Paul street.
 338 St. Paul street.
 1763 Notre Dame street.

Coal Merchant.
 Marine Superintendent.
 Manager.
 General Merchant.
 Com. Mer., Fish and Fish Oils, &c.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Bond, Ed. L.	{ British & Foreign Marine Ins. Co.	{ Chief Agent for Canada	30 St. Francis Xavier street.
Boothe, W.	{ Reliance Marine Ins. Co.	Boot and Shoe Manufacturer.	1665 Notre Dame street.
Bottrell, E. H.	J. & B. Bell	Hatters and Furriers.	229 St. James street.
Boursouin, Geo.	John Henderson & Co.		
Bonsquet, J. S.			
Boyd, R. E.	R. E. Boyd & Co.	Brush Manufacturers.	319 St. James street.
Boyd, W. G. E.			
Bragg, Henry		Agent Toronto Empire.	138 St. James street.
Braidwood, Francis	Canada Jute Co.	Secretary-Treasurer	17 St. Martin street.
Brainerd, Thos. C.	Hamilton Powder Co.	President.	103 St. Francois Xavier street.
Brais, I. A.	Glover & Brais	Wholesale Haberdasher.	184 McGill street.
Braut, L.	Hudon, Hebert & Co.	Wholesale Grocers.	24 St. Paul street.
Brice, A. J.	With A. J. Brice.	Butter and Cheese Exporter.	10 St. Peter street.
Brice, E. A.			10 St. Peter street.
Brisette, M. H.		Wholesale Druggist.	
Brock, Jeffrey G.		Commission & Shipping Agent.	221 Commissioners street.
Brodie, H.	Brodie & Harvie	Flour Merchants.	10 and 12 Bleury street.
Brophy, Jas.	Brophy, Cains & Co.	Wholesale Dry Goods.	196 McGill street.
Brophy, Thos.	Brophy, Cains & Co.	Wholesale Dry Goods.	196 McGill street.
Brossard, M.			
Brousseau, D. C.	D. C. Brousseau & Co.	Wholesale Grocer and Spice Manuf'r.	1436 Notre Dame street.
Brown, Andrew A.	Mutual Life Assurance Co. of N.Y.	Manager.	
Brown, Fayette	Brown Bros.	Meat Market.	107 St. James street.
Brown, Geo. P.	Geo. D. Ross & Co.	Architect.	2287 St. Catherine street.
Brown, Geo. S.	Kingman, Brown & Co.	Com. Mer. and Manufacturers' Agent.	267 St. James street.
Browne, Jno. J.		Shipping and Commission Merchants.	648 Craig street.
Brown, Thos. B.	{ Northern Assurance Co. of	Insurance Agent.	14 Custom House Square.
Brown, W. Godbee.	{ London and Aberdeen.	City Agent.	1766 Notre Dame street.
Browning, A.		Founder.	Room 15, 1724 Notre Dame street.
Brush, Geo. S.	Budden, H. A.	Vice-President and Manager.	34 King street.
Budden, H. A.	Intercolonial Coal Mining Co.	General Freight Agent.	169 Commissioner street.
Bulling, W. B.	Canadian Pacific Railway Co.		Windsor street station.
Bulmer, H.			
Bulmer, Henry, jr.			
Bulmer Jno. A.	Alex. Buntin & Co.	Lumber.	671 Dorchester street.
Buntin, Alex.	British American Bank Note Co.	Manufacturers of Paper.	345 St. Paul street.
Burland, Jeffery H.	British American Bank Note Co.	Secretary.	7 Bleury street.
Burland, Geo. B.	Alpha Rubber Co.	President.	7 Bleury street.
Burton, H. C.			48 and 50 Nazareth street.
Burnett, Jas.			
Bursall, Jno.			
Byrd, Chas.	S. Greenshields Sons & Co.	Wholesale Dry Goods.	Victoria Square.
Cains, Geo. L.	Bushnell & Co.	Oils	150 McGill street.
Caldwell, W. Alex.	D. Campbell & Son	Coopers and Warehousemen.	40 Daboussie street.
Campbell, C. C.			
Campbell, David, jr.			
Campbell, David, sr.			

Bulmer, H.
 Bulmer, Henry, Jr.
 Bulmer, Jno. A.
 Buntin, Alex.
 Burland, Jeffery H.
 Burland, Geo. B.
 Burton, Hy. C.
 Burnett, Jas.
 Burstall, Jno.

Byrd, Chas.
 Cains, Geo. L.
 Caldwell, W. Alex.
 Campbell, C. C.
 Campbell, David, sr.
 Campbell, David, jr.
 Campbell, David N.
 Campbell, Geo. A.
 Campbell, W. M.
 Cameron, Duncan
 Cameron, Geo. A.
 Can, Pac. Ry. Ft. Agt.
 Do. Foreign Ft. Office.
 Cantin, A.
 Cantlie, Geo. S.
 Cantlie, Jas. A.
 Carnegie, Jas. H.
 Carruthers, Jas.
 Carsley, W. F.
 Carsley, S.
 Carter, Stewart J.
 Casey, Felix
 Cassils, Jas.
 Cassils, John
 Cassils, John S.
 Caverhill, Frank
 Caverhill, G.
 Caverhill, Jno. L.
 Cayford, Jas. H.
 Chabot, J. N.
 Chadee, A. B., jr.
 Chapoteau, T.
 Chapman, W. B.
 Chaput, Chas.
 Charlebois, A.
 Cheney, Gilman
 Chevalier, Louis
 Childs, Geo.
 Childs, Geo. A.
 Chipman, W. W. L.
 Chisholm, C. J.
 Chouillou, C. A.
 Christmas, T. H.
 Claggett, C. C.
 Clark, A. C.
 Clark, Esmonde L.
 Clark, Jas. T.
 Clarke, Andrew

S. Green Shields Sons & Co.
 Busnell & Co.
 D. Campbell & Son
 D. Campbell & Son
 McLean & Campbell
 Canadian Pacific Railway
 Jas. A. Gantlie & Co.
 Jas. Johnson & Co.
 Jas. Carruthers & Co.
 S. Carsley & Co.
 S. Carsley & Co.
 Forde & Casey
 Shaw, Cassils & Co.
 Caverhill, Learmont & Co.
 Caverhill, Learmont & Co.
 Perrault Printing Co.
 Canadian Express Co.
 Geo. Childs & Co.
 Geo. Childs & Co.
 Canadian Bankers Association.
 {Eina Life Insurance Co. of }
 { Hartford, Conn. }
 Canadian Pacific Railway.

Wholesale Dry Goods.
 Oils
 Coopers and Warehousemen.
 Coopers and Warehousemen.
 Produce and Commission Merchants.
 City Weigher, Measurer and Gauger.
 General Baggage Agent
 Commission Merchants, Woollens.
 Wholesale Dry Goods.
 Grain Exporter.
 Dry Goods Importer.
 Wholesale Dry Goods Importers.
 Contractors
 Sole Leather Tanners.
 Hardware
 Hardware
 Managing Director.
 Safe and Steel Ranges.
 Vice-President.
 Wholesale Grocers and Importers.
 Wholesale Grocers and Importers.
 Secretary-Treasurer.
 Importer and Commission Merchant
 Manager
 Stock Broker.
 Importer and Jobber of Dry Goods
 Clerk

Victoria Square.
 150 McGill street.
 40 Dalhousie street.
 40 Dalhousie street.
 20 Foundling street.
 14 St. Sacrament street.
 Board of Trade Building.
 Board of Trade Building.
 Dalhousie square station.
 15 St. Helen street.
 26 St. Helen street.
 217 and 218 Board of Trade Building.
 1755 Notre Dame street.
 113 St. Peter street.
 277 Bleury street.
 1798 Notre Dame street.
 89 St. Peter street.
 89 St. Peter street.
 73 St. James street.
 414 St. Lawrence street.
 82 St. Francois Xavier street.
 154 McGill street.
 154 McGill street.
 204 St. James street.
 12 and 14 St. John street.
 126 St. James street.
 13 St. Sacrament street.
 210 St. James street
 Windsor street offices.

General Freight Agent.
 Lumber.
 Manufacturers of Paper.
 Secretary
 President
 Wholesale Grocers and Importers.
 Wholesale Grocers and Importers.
 Secretary-Treasurer.
 Importer and Commission Merchant
 Manager
 Stock Broker.
 Importer and Jobber of Dry Goods
 Clerk

Windsor street station.
 671 Dorchester street.
 345 St. Paul street.
 7 Bleury street.
 7 Bleury street.
 48 and 50 Nazareth street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Cleghorn, J. P.	J. G. MacKenzie & Co.	Wholesale Dry Goods.	383 St. Paul street.
Clendinning, Wm.	Wm. Clendinning & Son	Iron Founders and Stove Manuf'rs	145 William street.
Clift, R. S.		Marine Insurance Surveyor	18 Corn Exchange.
Cleason, Michael, M.	Clouston & Co.	Stock Broker.	7 St. Sacrament street.
Clouston, C. J.	Bank of Montreal.	General Manager.	109 St. James street.
Cochrane, Hon. M. H.		Hardware Merch. and Shipping Agent.	384 St. Paul street.
Cole, Frank F.		Grain Merchant.	Toronto
Colson, C. E.			
Conroy, Thomas.			
Converse, W. B.			
Cookson, S.	Kirkpatrick & Cookson.	Produce Commission Merchants.	95 Grey Nun street.
Copland, E. H.		Foreign Freight Agent	Board of Trade Building.
Corbett, Jas.	Canadian Pacific Railway		
Cornell, L. J.			
Cornuelle, Chas. C.			
Costigan, John	Jno. Costigan & Co.	Coal and Wood Merchants.	2430 Notre Dame street.
Costigan, Rich.	Jno. Costigan & Co.	Coal and Wood Merchants.	2430 Notre Dame street.
Costigan, W. T.	W. T. Costigan & Co.	General Agents	196 St. James street.
Coughlin, C.			
Couillard, Auguste.			
Cowan, John.			
Cowans, R.			
Cowie, A. McK.			
Cowper, Alex.	Canada Fibre Co.	Manager.	582 William street.
Coyte, E. J.	Mellichamp, Coyle & Co.	Manufacturers' Agent.	423 St. Paul street.
Craig, E. F.			
Crane, T. A.			
Crawford, David.			
Crawford, Jno.			
Creak, Geo.	Merchants Manufacturing Co.	Secretary-Treasurer.	St. Henri.
Crofts, H. W.	With James Carruthers & Co.	Grain Exporter.	217 and 218 Board of Trade Building.
Crombie, A. M.	Canadian Bank of Commerce.	Manager	157 St. James street.
Crossby, Peter.	Dominion Type Founding Co.	Manager	780 Craig street.
Crowdy, Geo. J.			
Crowe, John			
Cumming, A. C.	James Johnston & Co.	Wholesale Dry Goods	26 St. Helen street.
Cumming, W. T.		Tea Agents	17 St. John street.
Cundill, Francis.	Francis Cundill & Co.	Gen. Mer. and Manufacturers' Agent.	30 Hospital street.
Cunningham, Chas. H.		Importers	592 Craig street.
Cunningham, Jas.	Cunningham & Robertson.	Shipping and Commission Agent	235 Commissioner street.
Cunningham, Wm.			
Currie, F. P.	Bruneau, Currie & Co.	Flour and Feed Merchants	8 and 10 Founding street.
Currie, Jas.	W. & F. P. Currie & Co.	Paper Manufacturers	100 Grey Nun street.
Currie, Wm.			
Cushing, Thos.	A Cusson & Fils.	Wholesale Grocers	210 St. Paul street.
Cusson, Alexis.			
Cuttle, Jas. A.			

Crowdy, Geo. J.
 Crowe, John.
 Cumming, A. C.
 Cumming, W. T.
 Cundill, Francis.
 Cunningham, Chas. H.
 Cunningham, Jas.
 Cunningham, Wm.
 Currie, F. P.
 Currie, Jas.
 Currie, Wm.
 Cushing, Thos.
 Cusson, Alexis.
 Cuttle, Jas. A.

Dalrymple, Jas.
 Darling, Jas.
 Darling, Wm.
 Dartnell, Ed. F.
 Davidson, Jas.
 Davidson, Thos.
 Davis, Eugene H.
 Davis, Louis.
 Davis, M.
 Davis, Maurice E.
 Davis, Mortimer B.
 Davis, S.
 Dawes, J. P.
 Dawson, Chas. F.
 Dawson, Sam. E.
 Dawson, Wm. V.
 DeLisle, M. Nolan.
 Delorme, C. E.
 Delorme, Gustave.
 Desbarats, Geo. E.
 Desjardins, Alph (M.P.
 Destroismaisons, G.
 De Witt, Jno., Jr.
 Dillon, John.
 Dillon, J. St. G.
 Dobell, Hy.
 Dodwell, L. E.
 Doherty, Thos.
 Donahue, Wm.
 Donnelly, John T.
 Donnelly, P.
 Doucet, Louis.
 Doucet, Pierre.
 Dougal, Jas. S. N.
 Dougal, J. R.
 Doyle, Jno. E.
 Drummond, Hon. G. A.
 Drummond, Geo. E.
 Drummond, H. R.
 Drummond, M.
 Drummond, Thos. J.
 Drysdale, David.
 Drysdale, Wm.

Bruneau, Currie & Co.
 W. & F. P. Currie & Co.
 A Cusson & Fils.
 Wm. Darling & Co.
 Wm. Darling & Co.
 Thos. Davidson & Co.
 North British & Mercantile In. Co.
 S. Davis & Son.
 Dawson Brothers.
 Dawson Brothers.
 Delorme Brothers.
 Delorme Brothers.
 With W. W. Ogilvie.
 R. Reford & Co.
 Bellehouse, Dillon & Co.
 Thos. Doherty & Co.
 McCaskill, Dougal & Co.
 Drummond, McCall & Co.
 Drummond, McCall & Co.
 Wm. Drysdale & Co.

Wholesale Dry Goods.
 Tea Agents.
 Gen. Mer. and Manufacturers' Agent.
 Importers.
 Shipping and Commission Agent.
 Flour and Feed Merchants.
 Paper Manufacturers.
 Wholesale Grocers.
 Produce Commission Merchant.
 Wholesale Hardware.
 Wholesale Hardware.
 Managing Director in Canada.
 Commission Merchant.
 Cigar Manufacturers.
 Stationers.
 Wholesale Stationers.
 Real Estate Agent.
 Manufacturers' Agents (Hardware).
 Manufacturers' Agents (Hardware).

Flour Miller.
 Steamship Agents.
 Chemicals, Dyestuffs and Acids.
 Tea Merchants.
 Sash, Door and Packing Box Mfg.
 Grain Dealer.
 Manufacturers of Varnishes & Japans.
 Metal Merchants.
 Metal Merchants.
 Publisher, Bookseller and Stationer.

8 and 10 Foundling street.
 100 Grey Nun street.
 210 St. Paul street.
 36 and 98 Foundling street.
 30 St. Sulpice street.
 30 St. Sulpice street.
 474 St. Paul street.
 9 Common street.
 47 and 49 Cote street.
 233 St. James street.
 20 De Bresoles street.
 43 St. Sacrament street.
 15 De Bresoles street.
 15 De Bresoles street.
 Corner Port and Foundling streets.
 23 St. Sacrament street.
 9 Place Royale.
 29 Hospital street.
 276 Craig street.
 Coteau Station.
 641 Albert street.
 New York Life Building.
 New York Life Building.
 232 St. James street.

780 Craig street.
 26 St. Helen street.
 17 St. John street.
 30 Hospital street.
 592 Craig street.
 235 Commissioner street.

LIST OF MEMBERS—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Duchesneau, Jos.		Butter and Cheese.	104 Grey Nun street.
Duckett, Frank.	Duckett, Hodge & Co	Chartered Accountant.	Imperial Building.
Duff, J. M. M.	J. J. Duff & Co	Coffee and Spice Merchants.	624 Craig street.
Duffy, J. J.	O. Dufresne, jr., & Frère.	Lumber.	
Dufresne, C. A.		Architect.	Temple Building.
Dufresne, Ovide, jr.		Stock Broker.	12 St. Sacrament street.
Duncan James, N.	Molsons' Bank.	Inspector.	
Dunlop, A. F.	W. A. Dyer & Co.	Druggists	16 Phillips square.
Dunlop, Graham, C.	W. A. Dyer & Co.	Druggists.	16 Phillips square.
Durand, James E.		Tanner and Leather Merchant	482 St. Paul street.
Durnford, A. D.			
Duverger, Henri.			
Dyer, R. E.			
Dyer, W. A.			
Ecroyd, Thomas.			
Edwards, J. P.			
Ekers, H. A.			
Elliott, E.	St. Lawrence Sugar Refining Co.	Sugar Refiners	Corn Exchange Building.
Elmenhurst, W. B.	J. & R. Esdaile.	Grain Brokers	
Esdaile, C. B.	J. & R. Esdaile	Grain Brokers.	
Esdaile, R. M.	Evans & Sons	Dyeing Merchants.	43 St. Jean Baptiste.
Evans, Alf. B.	Wood & Evans	Insurance	1776 Notre Dame street.
Evans, F. W.			
Evans, Robert.			
Evans, William.			
Evans, William B.			
Evans, W. Herbert			
Eveleigh, Jos.			
Ewan, Alex.			
Ewing, A. S.	S. H. & A. S. Ewing	Commission Agent	42 St. Sacrament street.
Ewing, S. H.		Importers and Manufacturers	65 St. James street.
Ewing, S. W.	Ewing, Herron & Co.	Financial Agent and Manufacturer.	17 St. John street.
Ewing, Wm.	Wm. Ewing & Co	Spice and Coffee Merchants.	579 St. Paul street.
		Seedsman	142 McGill street.
Fairbairn, John.		Broker and Real Estate.	163 St. James street.
Fairbanks, Rufus.		Coal Agent.	58 St. Francois Xavier street.
Farrar, John.	Montreal Biscuit Co.	Managing Director.	84 McGill street.
Farrall, William.			
Featherstone, A. M.		Manufacturer	2239 St. Catherine street.
Featherstonehaugh, E. C. B.	S. Greenshields, Son & Co.	Dry Goods, Wholesale.	17 Victoria square.
Fenwick, W. J.		Stock Broker.	11 St. Sacrament street.
Ferguson, D.			
Ferguson, John S.			
Ferguson, W. B.			

Finlay, R.
 Fish, E. J.
 Fogarty, Jeremiah.
 Fogarty, J. F.
 Foley, M. S.
 Cor. St. Lawrence and St. Catherine streets.
 Ed. and Prop. "Journal of Commerce"

Featherstone, A. M.	Montreal Biscuit Co.	Managing Director.	84 McGill street.
Featherstone, E. C. B.	S. Green Shields, Son & Co.	Manufacturer	2239 St. Catherine street.
Fenwick, W. J.		Dry Goods, Wholesale.	17 Victoria square.
Ferguson, D.		Stock Broker.	11 St. Sacramento street.
Ferguson, John S.			
Ferguson, W. B.			
Finlay, R.	Fogarty & Brother.	Boot and Shoe Manufacturers.	Cor. St. Lawrence and St. Catherine streets.
Fish, E. J.			
Fogarty, Jeremiah.			
Fogarty, T. F.		Ed. and Prop. "Journal of Commerce"	177 St. James street.
Foley, M. S.	Forde & Casey	Contractors.	277 Bleury street.
Forde, Thos.	L. J. Forget & Co.	Stock Brokers.	1715 Notre Dame street.
Forget, L. J.	L. J. Forget & Co.	Stock Brokers.	1715 Notre Dame street.
Forget, R.		Hardware and Chemical Merchant.	18 St. Alexis street.
Forman, Jno.			
Fraser, A. D.		Auditor and Public Accountant.	470 St. Paul street.
Fraser, D. Torrance.		Manufacturers' Agent.	36 Lemoine street.
Fraser, Donald.	S. Green Shields, Son & Co.	Dry Goods, Wholesale.	17 Victoria square.
Fraser, George B.		Manufacturer's Agent.	43 St. Sacramento street.
Fraser, John.	Grand Trunk Railway	Foreign Steamship Agent.	Board of Trade Building.
Fraser, N. J.	Morton, Phillips & Co.	Stationers.	1755 Notre Dame street.
Freeman, Major.		Manufacturers.	496 St. Paul street.
Furniss, E. L.			
Fyfe, James.			
Gagnon, A. E.		Hides, Skins and Wools.	929 St. Catherine street.
Gabrieau, Leopold.	Cte. Galibert & Fils	Mining and Real Estate Agent.	130 St. James street.
Gallbraith, Wm.		Wholesale Dry Goods.	347 St. Paul street.
Galibert, Emile.	Hodgson, Sumner & Co.		
Gardner, Robert H.		Manufacturers and Founders.	60 St. Denis street.
Gardner, Jas.		Manufacturers and Founders.	536 Craig street.
Gardner, W. S.		Flour and Provisions.	91 Commissionner street.
Garth, Charles.	Garth & Co.	Insurance and Stock Broker.	17 St. John street.
Garth, Henry W.	Garth & Co.	Assistant General Manager.	St. Helen street.
Garth, John H.		Wholesale Dry Goods.	St. Helen street.
Gaucher, G. G.		Wholesale Dry Goods.	Victoria square.
Gault, A. F.		Accountant and Commissioner.	145 St. James street.
Gault, C. E.	Merchants Bank.		St. Sacramento street.
Gault, John.	Gault Bros. & Co.	Secretary.	2636 Notre Dame street.
Gault, Leslie H.	Gault Bros. & Co.	Wholesale Grocers and Com. Merchants	12 St. Sacramento street.
Gault, R. L.	Gault Bros. & Co.	Manager.	435 St. Paul street.
Gaunt, R. L.	Mark Fisher, Sons & Co.	Importers and Manufacturers Agents.	25 St. Peter street.
Gauthier, T.	Robt. Reford & Co.	Wholesale Furs and Hats.	92 St. Peter street.
Gear, Wm.		Hardware Agents.	162 St. James street.
Geoffrion, L. N.	Gilbert Bros.' Engineering Co.	East and West India Agents	Board of Trade Building.
Gibson, John F.	Gillespie & Co.		
Gilbert, P. H.	Chase & Sanborn		
Gillespie, J. A.	Thos. Leeming & Co.		
Gilmour, Alex. Y.	L. Gnaedinger & Co.		
Gilmour, Daniel.	W. S. Goodhugh & Co.		
Gilmour, J. Y.			
Gilmour, W. B.			
Grand, Auguste.			
Gnaedinger, E. W.			
Goode, John B.			
Goodhugh, W. S.			

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Gordon, John.....			
Gordon, L. A.....			
Goudron, Jules.....		Commission Merchant.....	209 Commissioner street.
Gould, Charles H.....			
Gould, Charles H. Jr.....			
Gould, Joseph.....			
Gould, O. M.....			
Grafton, Frank Baylis.....			
Graham, A. F.....			
Graham, D.....			
Graham, Geo.....			
Graham, Hugh.....			
Grand } Burns, A.....	Grand Trunk Railway.....	Freight Agent.....	Point St. Charles.
Trunk } Burton, J.....	Grand Trunk Railway.....	General Freight Agent.....	
Ky. } Fraser, N. J.....			
Harris, A. H.....	Grand Trunk Railway.....	Eastern District Freight Agent.....	Board of Trade Building.
Grange, H. P.....			
Granger, Flavien J.....			
Grant, A. W.....		Bookseller and Stationer.....	1699 Notre Dame street.
Grant, C. H. A.....	Montreal Watch Case Co.....	Butter and Cheese Com. Merchant.....	113 King street.
Grant, John G.....			125 Vitre street.
Gravel, J. O.....	Canadian Rubber Co.....	Secretary-Treasurer.....	333 St. Paul street.
Green, Michael M.....			
Greene, F. Hilton.....	Wilson & Greene.....	Shipping Agent.....	30 St. Francois Xavier street.
Greene, E. K.....	Greene, Sons & Co.....	Wholesale Furs.....	5-5 St. Paul street.
Greenshields, Edw. B.....	S. Greenshields, Sons & Co.....	Wholesale Dry Goods.....	Victoria square.
Grenier, Jacques.....		Accountant, etc.....	Sherbrooke, Que.
Griffith, John J.....		Banker.....	142 St. James street.
Grindley, R. R.....			
Guest, James.....		Chas. Gurd & Co.....	39 Juror street.
Gurd, Charles.....			
Hadrill, Alf. W.....	Can. Fire Underwriters Ass'n.....	Secretary.....	St. John street.
Hagar, Chas. W.....			
Hagar, Edward.....	Ed. Hagar & Co.....	China Glass & Earthenware.....	446 St. Paul street.
Hagar, John F.....		Gen'l Manager.....	
Hague, Geo.....	Merchants Bank.....		
Haines, F. S.....			
Hains, John McD.....		Accountant.....	43 St. Sacramento street.
Hamilton, Alex.....		Marine Stores.....	6 Grey Nun street.
Hamilton, Geo. W.....		Stock Broker.....	24 St. Sacramento street.
Hamilton, H.....			
Hamilton, J. no.....			
Hampson, Harold.....			
Hampson, R.....			
Hanna, George H.....			
Hannan, M.....	Montreal Warehousing Co.....	Insurance Manager.....	Corn Exchange Building. 234 Wellington street.
Hannan, W. R.....			
Hanson, Charles A.....			

Hague, Geo.	Merchants Bank.	Gen'l Manager.	
Haines, F. S.		Accountant.	43 St. Sacramento street.
Hains, John McD.		Marine Stores.	6 Grey Nun street.
Hamilton, Alex.		Stock Broker.	24 St. Sacramento street.
Hamilton, Geo. W.			
Hamilton, H.			
Hamilton, Jno.			
Hampson, Harold.			
Hampson, R.	Montreal Warehousing Co.	Insurance Manager.	Corn Exchange Building. 234 Wellington street.
Hanna, George H.			
Hannan, M. R.			
Hanson, W. R.			
Hanson, Charles A.			
Hanson, Edwin.	Hanson Bros.	Bond & Debenture Dealers	Temple Building.
Hanson, Wm.		Financial Agent.	Temple Building.
Hardisty, Joseph.			
Harner, Jas.			
Harrower, Geo. H.		Shirt Manufacturer	1833 Notre Dame street.
Hart, C. T.		Dry Goods	162 St. James street.
Hart, Frank J.		Insurance Broker	33 St. Nicholas street.
Hart, Gerald E.	Phoenix Insurance Co., of Hfx.	Gen'l Manager.	114 St. James street.
Harte, Jas. A.		Coal	22 St. James street.
Hartz, Geo. F.			
Harvey, Hy.			
Harvie, R.			
Haskell, Jno. F.	Brodie & Harvie	Flour Merchants	10 Bleury street.
Hastings, W. A.	Lake of Woods Milling Co.	Manufacturers Agent (Woolens).	35 Lemoine street.
Hatton, D.	D. Hatton & Co	Gen'l Manager.	Board of Trade Building.
Heale, J. G.		Fish Merchant.	18 Bonsecours street.
Hébert, Albert.	Hudon & Hébert	Wholesale Grocers	304 St. Paul street.
Hébert, Chas. P.	Hudon, Hébert & Co.	Wholesale Grocers.	304 St. Paul street.
Hébert, L. H.		Wholesale Hardware	304 St. Paul street.
Hébert, Zépurin.	Hudon & Hébert	Wholesale Grocers.	162 St. James street.
Hecker, E.	Holler & Hecker.	Hardware and Fancy Goods	71 St. James street.
Helbronn, Jules.	"La Presse"	Journalist	255 St. James street.
Hensley, E.		Jeweller and Manufacturer.	38 Napoleon street.
Hensolt, Louis H.	Montreal Ice Co	Lumber Merchant	344 William street.
Henderson, D. H.	Henderson Lumber Co.	Dry Goods and Commission Merchants	492 St. Paul street.
Henderson, Norman.		Purchasing Agent	337 St. Paul street.
Henry, Ed. N.	R Henderson & Co.		Windsor street.
Henry, A. C.	E. A. Henry & Co		
Hendry, Alex.	Can. Pac. Railway.		
Henshaw, Alex. C.			
Henshaw, F. W.			
Henshaw, Geo. H.			
Hersey, Company	"The Herald"	Publishers of "Daily Herald," etc.	6 Beaver Hall Hill.
Hetherington, J. S.		Commission Agent.	43 St. Sacramento street.
Hewitt, E. A.	The Bushell Co (Ltd)	Cashier.	160 McGill street.
Hiam, Thos.			
Hickey, J. N.			
Hickson, Sir Jos			
Higginson, Alex. T.	R. C. Jamieson & Co.	Paint and Oil Merchants	13 St. John street.
Hird, Samuel.	McIntyre, Son & Co.	Dry Goods Merchants	13 Victoria square.
Hislop, D. S.	Hislop, Meldrum & Co.	Commission Merchants	Commissioners street.
Hodge, Geo.	Duckett, Hodge & Co.	Butter and Cheese Merchants.	104 Grey Nun street.

LIST OF MEMBERS. - Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Hodges, J. H.	G. H. Hodges & Co.	Commission Merchants.	St. James street.
Hodgson, Arthur.			
Hodgson, Henry.			
Hodgson, Jonathan.			
Hodgson, Thos. E.	Hodgson, Sumner & Co.	Wholesale Dry Goods.	347 St. Paul street.
Hogan, Henry.	Hodgson, Sumner & Co.	Wholesale Dry Goods.	547 St. Paul street.
Holden, Albert.	A Holden & Co.	Hotel Keeper.	139 St. James street.
Holden, J. C.	Ames, Holden & Co.	Railway and Engineers' Supplies.	30 St. John street.
Holland, Chas.		Boot and Shoe Manufacturers.	Victoria square.
Holland, Philip H.	Winn & Holland.	Iron Merchants.	49 St. Francois Xavier street.
Holloway, E.	Can. Pac. Steamships.	General Agent.	Hong Kong.
Hood, Hugh W.	Wm. Dow & Co.	Brewers.	2056 Notre Dame street.
Hooper, Angus W.	Wm. Dow & Co.	Brewers.	2056 Notre Dame street.
Hooper, Geo. R.			
Hope, Chas. J.			
Hopper, R. T.			
Hosmer, C. R.			
Houston, Gavin.			
Howell, A. W. D.	Brophy Cairns & Co.	Wholesale Dry Goods.	196 McGill street.
Hubbard, A. I.	London Guarantee Accident Co.	General Insurance Agent.	180 St. James street.
Hudson, Firmin.	Hudson & Ursali.	Wholesale Grocers.	278 St. Paul street.
Hughes, H. H. F.	Caverhill, Ross, Hughes & Co.	Wholesale Grocers.	St. Peter street.
Hughes, J. W.	Hughes & Stephenson.	Plumbers, etc.	747 Craig street.
Hunsicker, J. E.		Commission Merchant.	22 Foundling street.
Huot, Lucien.			
Hurteau, N. A.	A Hurteau & Frece.	Lumber Merchant.	92 Sanguinet street.
Hurtbise, A. L.	A L Hurtbize & Cie.	Grain and Flour Merchants.	42 Jacques Cartier square.
Hutcheson, J. B.		Accountant, etc.	204 St. James street.
Hutchison, Wm.			
Hutchison, R. B.			
Hutchins, Wm.			
Hyde, Geo.	MacIntosh & Hyde.	Accountants.	157 St. James street.
Inglis, James.		Merchant.	8 Customs House square.
Inglis, J. M.			
Irish, D. T.			
Ives, H. R.	H. R. Ives & Co.	Hardware Mfrs. and Founders.	Queen street.
Jackson, Hy. A.			
Jackson, W. L. S.	W. L. S. Jackson & Co.	Brokers and Steamship Agents.	
Jamieson, R. C.	R. C. Jamieson & Co.	Varnish Manufacturers.	
Jaques, C. A.	G. E. Jaques & Co.	Forwarders.	110 Common street.
Jaques, Geo. E.	G. E. Jaques & Co.	Forwarders.	110 Common street.
Johnson, Chas. M.	Wells & Richardson Co.	Manufacturing Chemists.	200 Mountain street.
Johnson, Chas. R. G.		Insurance Agent and Broker.	42 St. John street.
Johnson, Wm.	Confederation Life Association Co.	Provincial Manager.	
Johnston, Hy. J.	Jas. Johnston & Co.	Wholesale Dry Goods.	217 St. James street.
Johnston, James.			

Jackson, W. L. S.	W. L. S. Jackson & Co.	Brokers and Steamship Agents.	110 Common street.
Jamieson, R. C.	R. C. Jamieson & Co.	Varnish Manufacturers.	110 Common street.
Jaques, C. A.	G. E. Jaques & Co.	Forwarders.	200 Mountain street.
Jaques, Geo. E.	G. E. Jaques & Co.	Manufacturing Chemists.	42 St. John street.
Johnson, Chas. R. G.	Wells & Richardson Co.	Insurance Agent and Broker.	
Johnson, Wm.	Confederation Life Association Co.		
Johnston, Hy. J.	Jas. Johnston & Co.	Provincial Manager.	207 St. James street.
Jonas, Henri.		Wholesale Dry Goods.	26 St. Helen street.
Jones, C. G.		Mfg. Grocers' Sundries.	389 St. Paul street.
Jones, J. H.	J. H. Jones & Co.	Importers.	198 McGill street.
Joseph, Hy.	Hy. Joseph & Co.	Real Estate Agents.	16 St. Sacrament street.
Joseph, Hy. J.	Montreal Silk Mills Co.	General Manager.	125 V. Bre street.
Joseph, Horace.	Hy. Joseph & Co.	Real Estate Agents.	16 St. Sacrament street.
Joseph, J. H.		None.	868 D'Armes street.
Joyce, Alfred.	Jesse Joseph & Co.	Mfr. and Importer Brewers' Supplies.	10 De Brescotes street.
Judge, Edgar.		Flour and Grain Merchant.	464 St. Paul street.
Kavanagh, Walter.	Scottish Union & National Ins. Co.	Chief Agent.	117 St. Francois Xavier street.
Kelly, Jas. E.		Wholesale Coal.	Ulrica, N. Y.
Kennedy, John.		Civil Engineer.	27 Common street.
Kennedy, Murray.			
Kent, A. L.	Kent & Turcotte.	Accountants.	7 Place D'Armes.
Kerry, John.	Kerry, Watson & Co.	Wholesale Druggists.	31 St. Paul street.
Kerry, W. S.	Kerry, Watson & Co.	Wholesale Druggists.	51 St. Paul street.
King, Col. Chas.		None.	Sherbrooke, Que.
Kinghorn, G. M.			
Kinghorn, R. S.			
Kingman, Abner.	Kingman, Brown & Co.	Shipping and Commission Merchants.	14 Customs House square.
Kingston, Fred.		Wine and Spirit Merchant.	25 Hospital street.
Kinloch, Wm.	Kinloch, Lindsay & Co.	Wholesale Grocers.	82 St. Peter street.
Kinloch, Wm. G.	Kinloch, Lindsay & Co.	Wholesale Grocers.	82 St. Peter street.
Kirk, J. M.	J. M. Kirk & Co.	Commission Merchants.	66 St. Peter street.
Kirkpatrick, Jno. E.	Kirkpatrick & Cookson.	Produce and Commission Merchants.	96 Grey Nun street.
Kirkpatrick, J. J.	Kirkpatrick & Cookson.	Produce and Commission Merchants.	96 Grey Nun street.
Kissock, Wm.		Iron and Steel Importers.	9 Customs House square.
Knowles, Wm.	W. M. Knowles & Co.	Wholesale Druggists.	374 St. Paul street.
Knox, Jas. W.	Lyman, Knox & Co.	Metal and Hardware.	28 St. Sulpice street.
Kohl, G. A.	B. & S. H. Thompson & Co.		
Labatt, Theo.	St. Lawrence Sugar Refining Co.	Sugar Refiners.	39 St. Sacrament street.
Labbe, Geo. H.	Geo. H. Labbe & Co.	Wholesale Furniture.	453 St. James street.
Labelle, Gustave.		Deputy Grain Inspector.	223 Commissioners street.
Labelle, Hospice.		Grain Inspector.	223 Commissioners street.
Lacaille, Chas.		Resident Manager.	107 St. James street.
Lacy, E. D.	Imperial Ins. Co.	Wholesale Dry Goods.	140 McGill street.
Laframboise, C. Arthur.		Flour and Grain.	1 St. Sulpice street.
Laframboise, E.	J. O. Laframboise & Co.	Packers.	839 St. Catherine street.
Lafraniere, J. O.	M. Laing & Sons.	Packers.	839 St. Catherine street.
Laing, Jas. N.	M. Laing & Sons.	Packers.	839 St. Catherine street.
Laing, Jno. D.	M. Laing & Sons.	General Agent and Valuator.	Place d'Armes.
Laing, Peter.		Accountant.	1709 Notre Dame street.
Lamalice, P. E.			
Lamarche, A.			

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Lamb, Thos.		Wholesale and Retail Grocers.	19 Chaboillez square.
Lamontagne, H.		Leather and Shoe Findings.	680 St. Paul street.
Lang, H. H.	Lang Mfg. Co.	Escuit Confectionery Mfrs.	16 St. Monique street.
Langlois Chas.	Chas. Langlois & Cie.	Wholesale Provisions.	241 St. Paul street.
Langwell, Geo. H.	Geo. Langwell & Son	Metal and Glass Manufacturers.	10 Dorchester street.
Lapierre, Z.	Laporte, Martin & Co.	Wholesale Grocers.	294 St. Paul street.
Laporte, Hormisdas.	Amiot, Lecours & Larivère.	Hardware Merchants.	2548 Notre Dame street.
Larivière, Fred. C.			591 St. Lawrence street.
Latimer, R. J.			
Laurie, John.	Ætina Life Insurance Co.	Cashier	126 St. James street.
Lavers, A. H.			
Lavigne, E. F.	Law, Young & Co.	General Merchants.	28 St. John street.
Lavolette, D.	Law, Young & Co.	General Merchants.	28 St. John street.
Law, David.			
Law, Jas.			
Law, Robt.	Davis & Lawrence Co.	President	356 St. Antoine street.
Lawrence, W. V.	Caverhill, Learmont & Co.	Hardware Merchants.	89 St. Peter street.
Learmont, Jos. B.			
Lebel, J. P.			
Lebeut, S. Z.			
Leblance, E. L.			
Leclaire, Alphonse	F. & J. Leclaire & Co.	Flour and Grain Dealer.	L'Epiphanie.
Lee, John.		Wholesale Dry Goods	290 St. Paul street.
Lefebvre, Michel.	Michel Lefebvre & Co.	Manufacturer.	80 Papineau avenue.
Lefebvre, M. Théo.	Michel Lefebvre & Co.	Manufacturer.	80 Papineau avenue.
Lefebvre, M. Theodule.		Wholesale Boots and Shoes.	80 Papineau avenue.
Leggat, Jas.		Wholesale Lumber Merchant.	726 Craig street.
Lemay, E. H.			107 St. James street.
Lemesurier, W. M.	A. C. Leslie & Co.	Metal Merchants.	445 St. Paul street.
Leslie, A. C.			
Leslie, Jas.	Letang, Letang & Co.	Hardware Merchants.	287 St. Paul street.
Letang, C. L.			
Letourneau, C. H.	B. Levin & Co.	Wholesale Furrers.	491 St. Paul street.
Levin, B.	B. Levin & Co.	Wholesale Furrers.	491 St. Paul street.
Levin, Chas. H.	G. Lewis & Co.	Importers and Manufacturers' Agents.	Notre Dame street.
Lewis, G.			
Lewis, Fred. O.			
Lewis, W. F.			
Lewis, Lansing	Caledonia Insurance Co.	Manager.	897 Sherbrooke street.
Liffiton, C. H.	C. A. Liffiton & Co.	Coffee and Spice Mills Agencies.	45 St. Francois Xavier street.
Liffiton, W. W.			Seigneur street.
Lighthand, Geo.			
Lilly, E.	Art Association	Secretary	17 Phillips square.
Lindsay, Robert.			
Linton, Jas. A.			

Linton, R.
 Little, Leonard G.
 Little, Wm.
 Livingston, J. M., M.P.

Robert Linton & Co.
 Dry Goods.
 Timber Lands.
 Timber Lands.
 Manufacturers of

St. Helen street.
 St. James street.
 St. James street.
 St. James street.

25 Sandrooke street.
45 St. Francois Xavier street.
Seigneur street.

Manager.....
Coffee and Spice Mills Agencies.....
Secretary.....
17 Phillips square.

Linton, R.	Robert Linton & Co.	Dry Goods.	St. Helen street.
Little, Léonard G.		Timber Lands.	St. James street.
Little, Wm.		Timber Lands.	St. James street.
Livingstone, J. M., M.P.		Manufacturers of Lined Oil and Flax.	Baden Ont.
Lockerby, A. L.	Lockerby Bros.	Wholesale Grocers.	77 St. Peter street.
Lockerby, D. L.	Lockerby Bros.	Wholesale Grocers.	77 St. Peter street.
Lockerby, W. W.	Lockerby Bros.	Wholesale Grocers.	77 St. Peter street.
Lomer, Gerald	Lomer & Rose.	Metal Merchants.	43 St. Sacrament street.
Loughman, M.		Coal Merchant.	30 St. Lambert hill.
Lovelace, E. M.	John Lovell & Son.	Printers and Publishers.	23 St. Nicholas street.
Lovell, R. K.			
Luttrell, Jos.			
Lyall, Peter.			
Lyman, Chas.	Lyman, Knox & Co.	Wholesale Druggists.	374 St. Paul street.
Lyman, Fred G.			
Lyman, Hy.		Wholesale Druggists.	374 St. Paul street.
Lyman, Henry H.		Wholesale Druggists.	374 St. Paul street.
Magor, Frank.	Magor Bros. & Co.	Commission Merchants.	6 Port street.
Magor, John.		Commission Merchants.	6 Port street.
Magor, John H.			
Magor, Victor.			
Major, E. J.			
Mainwaring R. A.			
Mann, Albert.			
Mann, Eric.			
Manson, Alex.		Architect and Valuator.	30 St. John street.
Marcuse, B.			
Marotte, C.		Importer of Fancy Goods	366 St. Paul street.
Marsau, Wilfred	Canada Life Insurance Co.	Sculptor on Marble	13 Beaver Hall hill.
Martin, Hy. K.	Marsan & Brosseau	Manager.	St. James street
Martin, Horace H.		Receivers and Exporters of Grain, etc.	Board of Trade Building.
Martin, John			
Martin, J. B. A.	Laporte, Martin & Cie.		
Martin, P. P.	Pierre Paul Martin & Cie.	Wholesale Grocers.	2548 Notre Dame street.
Mason, Hy.		Wholesale Dry Goods.	276 St. Paul street.
Massey, F.			
Masson, D.	D. Masson & Co.	Wholesale Grocers and Com. Merch.	326 St. Paul street.
Mathewson, J. A.			
Mathewson, S. J.			
Mathewson, Wm. B.			
Mathieu, Aimé.			
Mathieu, Euclide.			
Mathews, A. C.			
Mathews, J. E.			
May, Frank.	Thomas May & Co.	Manufacturers Brass Goods.	21 St. David lane.
May, Fred.	Thomas May & Co.	Wholesale Dry Goods.	240 McGill street.
May, Gustave C.	Thomas May & Co.	Wholesale Dry Goods.	240 McGill street.
Meakins, Chas. W.	Meakins & Co.	Wholesale Dry Goods.	240 McGill street.
		Brush Manufacturers.	313 St. Paul street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Meighan, Robt.	Meldrum Bros.	Carters and Coal Merchants.	32 Wellington street.
Meldrum, Jas.	Hishop, Meldrum & Co.	Produce Commission.	Commissioners street.
Meredith, Wm.	Bank of Montreal.	Manager.	St. James street.
Meredith, J. S.	Merchants Bank.	Stock Brokers.	16 St. James street.
Meredith, Robt.	Meredith & O'Brien.	Iron and Steel Merchants.	30 St. James street.
Meredith, W. H.	Middletown & Meredith.	Wholesale Druggists.	St. John street.
Miles, Henry.	Lyman, Sons & Co.	Stock Broker.	St. Paul street.
Millar, Geo. M.	R. Mont & Co.	Merchant Tailor.	12 Hospital street.
Miller, R.		Canadian Woollens.	250 St. James street.
Milloy, Jno. J.	J. W. Mills & Co.	Linen Merchants, etc.	152 McGill street.
Mills, J. W.	Wm. Minto & Co.	Plumbers, etc.	162 St. James street.
Minto, Wm.		Assistant Manager.	Craig street.
Mitchell, Alex.	Robt. Mitchell & Co.	Bankers and Brokers.	St. James street.
Mitchell, Jas. M.	Molsons Bank.	Grain Elevating.	16 St. James street.
Mitchell, John.		Coal Merchants.	7 Place Royale.
Mitchell, Robert.		Manager.	1099 Mignon street.
Moit, Jno. A.		Commission Merchants.	St. James street.
Molson, H. Marland.		Petroleum Products.	23 St. Dizier street.
Molson, J. H. R.		Wholesale Dry Goods Com. Merchant.	1875 Notre Dame street.
Molson, J. W.	J. S. Bache & Co.	Wholesale Dry Goods Com. Merchant.	1875 Notre Dame street.
Monk, C. D.		Vice-President and Manager.	1875 Notre Dame street.
Monk, Jas. G.		Secretary.	New York Life Insurance Building.
Montreal Elevator Co.		President and Manager.	New York Life Insurance Building.
Mooney, Geo. A.		Manager.	55 St. Francois Xavier street.
Moore, T. F.	T. F. Moore & Co.	Stationer & Printer.	St. James street.
Morgan, C. D.		Manager.	1755 Notre Dame street.
Morin, Chas. A.	Gaspé Fishing Co.	Manager.	13 St. John street.
Morin, L. E.	Morin & Co.	Dry Goods Commission Merchant.	646 Craig street.
Morin, L. E. Jr.	L. E. Morin & Co.	Resident Manager.	1759 Notre Dame street.
Morkill, R. D. Jr.			
Morrice, D.	D. Morrice, Sons & Co.		
Morrice, D. Jr.			
Morrice, W. J.	D. Morrice, Sons & Co.		
Morris, Alex. W.	Consumers' Cordage Co.		
Morris, C. B.	Consumers' Cordage Co.		
Morrisey, T. L.	Union Association Society.		
Morton, Chas.	Citizens' Light and Power Co.		
Morton, Henry.	Morton, Philips & Co.		
Moseley, E. F.			
Moncey, G. N.	Estate Masson.		
Mudge, E. W.	E. W. Mudge & Co.		
Mudge, H. J.	Queen Insurance Co.		

Muir, J. M. C. D. A. McPherson & Co. Produce Merchants. 26 William street.
Muir, Wm. E. Wm. Muir & Son. Coal Merchants. 500 Wellington street.
Mullen, James F. James E. Mullen & Co. Importers of Wines, etc. 572 St. Paul street.
Munderloh, Hy.
Munn, Sit-ward.

Morris, C. B.
 Morrissy, T. L.
 Morton, Chas.
 Morton, Henry.
 Moseley, E. F.
 Moncel, G. N.
 Mudge, E. W.
 Mudge, H. J.
 Consumers' Storage Co.
 Union Association Society.
 Citizens' Light and Power Co.
 Morton, Phillips & Co.
 Estate Masson.
 B. W. Mudge & Co.
 Queen Insurance Co.

Muir, J. M. C.
 Muir, Wm. E.
 Mullen, James F.
 Munderloh, Hy. C.
 Munderloh, W. C.
 Munn, Stewart.
 Munn, Wm. A.
 Murphy, Hon. Edward.
 Murray, H. E.
 Murray, Jno. U.
 Murray, W. G.
 Mussel, Wm.
 Mussen, H. S.
 Macartney, Hy.
 Macaulay, Roberson.
 Macaulay, Ross B.
 Macdonald, Alex. E.
 Macfarlane, Allyn.
 Macfarlane, C. H.
 Macfarlane, David.
 Macfarlane, John.
 Macfarlane, Robert.
 Macintosh, C. F.
 Macintosh, John.
 Mackay, Archibald.
 Mackee, J. W.
 Mackenzie, Hector.
 Mackenroff, Jno. A.
 Maclean, John.
 Maclean, J.
 Macmuder, A.
 Macpherson, Alex.
 Macpherson, A. F.
 Macpherson, D. M.
 Macpherson, W. M.
 McArthur, Alex.
 McArthur, Colin.
 McArthur, D. J.
 McArthur, Jas. C.
 McBean, A. G.
 McBean, Donald G.
 McBean, Duncan G.
 McBean, Geo.
 McBride, Jas. T.
 McCall, Jas. T.
 McCallum, J. W.
 McCaskill, D. A.
 McConnell, W. G.
 D. A. McPherson & Co.
 Wm. Muir & Son.
 James E. Mullen & Co.
 Frothingham & Workman.
 Canada Shipping Co. (Beaver Line)
 John Lee & Co.
 Lyman, Knox & Co.
 Gault Bros. & Co.
 Sun Life Assurance Co.
 Sun Life Assurance Co.
 David Macfarlane & Co.
 David Macfarlane & Co.
 Canada Paper Co.
 National Union Co.
 Macintosh & Hyde.
 J. G. MacKenzie & Co.
 John Maclean & Co.
 Bank of Montreal.
 Alex Macpherson & Co.
 Colin, McArthur & Co.
 Colin, McArthur & Co.
 Drummond, McCall & Co.

Vice-President and Manager.
 Secretary.
 New York Life Insurance Building.
 New York Life Insurance Building.
 55 St. Francois Xavier street.
 St. James street.
 1755 Notre Dame street.
 13 St. John street.
 646 Craig street.
 1759 Notre Dame street.
 Produce Merchants.
 Coal Merchants.
 Importers of Wines, etc.
 Hardware Merchants.
 General Manager.
 Ship, Liner and Contractor.
 Wholesale Druggists.
 Wholesale Dry Goods.
 Managing Director.
 Secretary and Actuary.
 Wholesale Stationers.
 Wholesale Stationers.
 Paper Manufacturers.
 Accountant.
 Accountants.
 Wholesale Dry Goods.
 Merchant.
 Wholesale Millinery.
 Chief Inspector.
 Hardware Merchants.
 Cheese Manufacturer.
 Wall-paper Manufacturers.
 Wall-paper Manufacturers.
 Iron Merchants.
 Coal Merchant.

26 William street.
 300 Wellington street.
 572 St. Paul street.
 405 St. Paul street.
 4 Custom House square.
 207 Commissioners street.
 374 St. Paul street.
 21 St. Helen street.
 Notre Dame street.
 164 St. James street.
 316 St. James street.
 316 St. James street.
 578 Craig street.
 118 Michigan street, Chicago.
 157 St. James street.
 381 St. Paul street.
 1757 Notre Dame street.
 26 St. Helen street.
 St. James street.
 378 St. Paul street.
 Lancaster Ont.
 15 Voltigeur street.
 15 Voltigeur street.
 New York Life Building.
 93 William street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
McDonnell, D. A.			
McDonald, W. C.			
McDougall, Alex.	Montreal Elevator Co.	Tobacco Merchant and Manufacturer.	1738 Notre Dame street.
McDougall, James.	Jas McDougall & Co.	Wholesale Woollens.	7 Place Royale.
McDougall, John.			10 St. Helen street.
McDougall, J. S.	Montreal Elevator Co.		7 Place Royale.
McDougall, R. W.			
McDougall, Thos.			
McEee, Alex.			
McGivney, Owen.	Owen McGarvey & Son.	Furniture.	1840 Notre Dame street.
McGill, J. J.	Canadian Rubber Co.	Manager.	233 St. Paul street.
McGrail, M. J.	M. T. McGrail & Son.	Pork Packers and Provision Mchts.	23 Wellington Street.
McGrail, M. T.	Commercial Union Assurance Co.	Joint Manager.	22 Wellington street.
McGregor, Jas.			1731 Notre Dame street.
McHenry, Geo. H.			
McIndoe, F. C. A.	McIndoe & Aird.	Leather and Commission Merchants.	66 St. Peter street.
McIntyre, Duncan.	McIntyre, Son & Co.	Dry Goods Merchants.	13 Victoria square.
McIntyre, Wm. Cassils.	McIntyre, Son & Co.	Dry Goods Merchants.	13 Victoria square.
McKay, Geo. D.			
McKay, T. M.	Alexander Ewan & Co.	Manufacturers' Agents.	43 St. Sacrament street.
McKay, W. Alex.			
McKee, A. H.			
McKeown, Jas. H.			
McKergow, John.			
McKinnon, Geo.	A. A. Ayer & Co.	Baker and Confectioner.	370 St. Antoine street.
McLagan, P. W.		Butter and Cheese Exporters.	56 McGill street.
McLaren, D. K.		Exporter of Cheese and Butter.	17 St. Peter street.
McLaren, D. W.	The J. C. McLaren Belting Co.		
McLaren, W. D.			
McLea, John B.	J. & R. McLea.	Oak Leather Belting, etc.	284 St. James street.
McLea, R. Paton.	J. & R. McLea.	Baking Powder Manufacturer.	585 St. Paul street.
McLean, Jas.	McLean, Kennedy & Co.	Steamship Agents and Com. Mchts.	8 Common street.
McLean, Jos.	McLean & Campbell.	General Merchants and Shippers' Asts.	8 Common street.
McLennan, Bartlett.	Montreal Transportation Co.	Steamship Agents.	8 Place Royale.
McLennan, Ewan.	Montreal Transportation Co.	Produce Commission Merchants.	20 Foundling street.
McLennan, Hugh.	Montreal Transportation Co.		14 Place Royale.
McMaster, Jno. A.		Grain Exporter.	14 Place Royale.
McMaster, Wm.			
McMillan, W. J.	N. K. Fairbank & Co.	Lard Refiners.	185 Wellington street.
McMurtry, S. A.	W. W. Ogilvie.	Accountant.	Port street.
McNally, W.	W. McNally & Co.	Builders' and Contractors' Supplies.	McGill street.
McNamee, F. B.		Contractor.	Imperial Building.
McNider, A.			
McPherson, D. A.	D. A. McPherson & Co.	Produce and Commission Merchants.	26 William Street.

McShane, Hon. Jas.

McShane, R.

Nash, Fred

Nelles, J. Widmer.

Nelles, J. Widmer.

J. Widmer Nelles & Bros.

Stock & Exchange Broker

Agents and

30 Hospital street.

McMaster, Wm.
 McMillan, W. J.
 McMurry, S. A.
 McNally, W.
 McNamee, F. B.
 McNider, A.
 McPherson, D. A.
 D. A. McPherson & Co.
 Produce and Commission Merchants.
 26 William Street.

McShane, Hon. Jas.
 McShane, R.
 Nash, Fred.
 Nelles, J. Widmer.
 Nelles, R. Campbell.
 Neilson, Albert D.
 Neilson, Fred. E.
 Neilson, Wm. J.
 Ness, T. W.
 Newman, Frank W.
 Newman, Thos. Helry.
 Nicoll, Arch.
 Nicolson, Jno. F.
 Nield, E.
 Nivin, Wm.
 Noad, J. S.
 Nolan, W. H.
 Norris Jas. S.
 O'Brien, James.
 O'Connor, E. G.
 O'Flaherty, John.
 Ogilvie, Alex. T.
 Ogilvie, W. W.
 O'Grady, G. de C.
 Olds, Geo.
 O'Leary, John.
 Oliver, James.
 Oliver, Walter.
 Olivier, L. S.
 Orsali, Alex.
 Osgoode, C. N. D.
 Oswald, W. E.

J. Widmer Nelles & Bros.
 J. Widmer Nelles & Bros.
 H. A. Nelson & Son.
 H. A. Nelson & Son.
 Intercolonial Coal Mining Co.
 Frank W. Newman & Co.
 Caverhill, Learmont & Co.
 Nicolson, Jno. F.
 Nield, E.
 Nivin, Wm.
 Noad, J. S.
 Nolan, W. H.
 Norris Jas. S.
 Montreal "Herald" Co.
 Canadian Bank of Commerce.
 Jas. Oliver & Co.
 Lamarche & Olivier.
 Hudon & Orsali.
 Levin & Co.
 J. Palmer & Son.
 Palmer, J. Wesley.
 Parent, Desiré.
 Parker, E. W.
 Parker, E. W.
 Parker, Moses.
 Paterson, A. T.
 Paterson, John A.
 Paterson, J. W.
 Paterson R. M.
 Paterson, Wm.
 Paterson, W. S.
 Wilson Paterson & Co.

Stock & Exchange Broker.
 Agents and General Merchants.
 Wholesale Fancy Goods.
 Wholesale Fancy Goods.
 Secretary-Treasurer.
 Mfrs. Agents and Com. Merchants.
 Wholesale Steel Hardware.
 Insurance Broker.
 Butter and Cheese Exporter.
 Real Estate Agent.
 Machinery, etc.
 Manager.
 Miller.
 Assistant Inspector.
 Produce and Commission Merchants.
 Millers' Agent.
 Accountants.
 Wholesale Grocers, etc.
 Wholesale Furriers.
 Druggists' Sundries, etc.
 Iron Founder.
 Mfr. Roofing and Building Papers.
 General Agent.
 General Merchants.

30 Hospital street.
 308 St. James street.
 303 St. James street.
 63 St. Peter street.
 63 St. Peter street.
 199 Commissioners street,
 749 Craig street.
 85 Temple Building.
 89 St. Peter street.
 Board of Trade Building.
 30 St. Peter street.
 30 St. John street.
 315 St. James street.
 6 Beaver Hall Hill.
 Corner of Port and Foundling streets.
 Toronto.
 329 Commissioners street.
 Board of Trade Building.
 1709 Notre Dame street.
 278 St. Paul street.
 491 St. St. Paul street.
 Iberville, Que.
 1743 Notre Dame street.
 29 Dalhousie street.
 47 Murray street.
 55 St. Francois Xavier street.
 Board of Trade Building.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Paton, Hugh.....	Shedden Co.....	Manager and Secretary.....	188 St. James street.
Patton, Thos. L.....		Manufacturers' Agent.....	30 St. Francois Xavier street.
Patterson, O. P.....		Men's Furnishings, Wholesale.....	14 St. Helen street.
Patterson, A. T.....	Macfarlane & Patterson.....	Silk Manufacturers.....	246 St. James street.
Paul, Frank.....	Belding, Paul & Co.....	Tea Merchant and Grocer.....	2355 St. Catherine street.
Pani, Walter.....		Iron and Steel Manufacturers.....	Board of Trade Building.
Peck, Jas. H.....	Peck, Benny & Co.....	Manufacturers' Agent.....	467 St. Paul street.
Peckie, R.....		Banker.....	140 St. James street.
Petion, G. S.....	Bank of British North America.....	Importers of Oils.....	465 St. Paul street.
Penfold, J.....		Cysters, Fish, etc.....	175 Victoria square.
Peverley, C.....		Stationers & Manfrs.....	255 Notre Dame street.
Phelps, Geo. F.....	Morton, Phillips & Co.....	Wholesale Hardware.....	21 St. Helen street.
Phillips, C. S. J.....	Fiche, Tisdale & Co.....	Lumber Dealer.....	3200 St Catherine street.
Piche, Gustave.....	Gault Bros & Co.....	Rolling Mills.....	105 Mill street.
Picken, Henry B.....		Importers, Druggists &c.....	Toronto.
Pillar, Lindsay.....	Pillow & Hersey.....	Marine Underwriter.....	St. Sacrament street.
Pillar, J. A.....		Gen'l Manager.....	Boston.
Pinder, John.....		Real Estate Agent.....	185 St. James street.
Poliwka, Emilie.....		Real Estate & Auctioneer.....	201 St. James street.
Popham, E.....		Pianos & Organs.....	1676 Notre Dame street.
Popham, John.....		Manager.....	107 St. James street.
Porteous, John.....		Real Estate Agent.....	181 St. James street.
Porteous, Thos.....	Nat'l Despatch Fast Freight Line.....	Grain and Feed Merchant.....	223 Commissioners Street.
Potter, Thos. J.....		Importers of Dry Goods.....	334 St. Paul street.
Powell, W. B.....		Manfr & Importer Paint & Glass.....	37 Recollet street.
Pratte, L. E. N.....		Manager.....	157 St James street.
Prendergast, M. J. A.....	Banque d'Hochelega.....	Agt & Importer of Irish Linens.....	190 St. James street.
Prevost, Hector.....		Manager.....	Cor Dominion Sqr & Dorchester street.
Putnam, H. L.....	J Cradock Simpson & Co.....	Lumber Dealer.....	Lancaster, Ont.
Pyke, James W.....			
Quintal, Joseph.....			
Quintal, Jos. Ed.....			
Racine, Alphonse.....			
Ramsay, Alex.....	Alphonse Racine & Co.....		
Ramsay, W. M.....	A Ramsay & Son.....		
Rankin, Jas. L.....	Standard Life Ass Co.....		
Ransom, H.....			
Raphael, H. W.....			
Raphael, John F.....			
Rawlings, Ed.....	Guarantee Co.....		
Rayside, James.....			
Reaves, George.....			
Redfern, J. H.....			
Redpath, F. R.....			
Reed, Chas. N.....			
Reed, John J.....			
Reed, Wm.....			
		Lumber.....	Rosemont Avenue.

Reed, Wm.....
 Rosemont Avenue.

A. Ramsay & Son
 Ramsay, W. M.
 Rankin, Jas. L.
 Ransom, H.
 Raphael, H. W.
 Raphael, John F.
 Rawlins, Ed.
 Rayside, James.
 Reaves, George.
 Redfern, J. H.
 Redpath, F. R.
 Reed, Chas. N.
 Reed, John J.
 Reed, Wm.
 Reed, Stewart.
 Reford, R.
 Regan, H. H.
 Reid, R. G.
 Reid, Thomas.
 Reid, William.
 Reinhardt, Chas. S.
 Rendell, Jas. E.
 Reynolds, F. S.
 Reynolds, F. H.
 Rich & Ont. Nav. Co.
 Rickaby, J. B. H.
 Riddell, J. F.
 Riley, J. A.
 Robert, E. A.
 Roberts, Geo. A.
 Robertson, Alex.
 Robertson, Andrew S.
 Robertson, David.
 Robertson, G. Ross
 Robertson, Farquhar
 Robertson, John A.
 Robertson, John B.
 Robertson, J. B.
 Robertson, W. F.
 Robillard, Ad. Iphe
 Robinson, G. W.
 Robitaille, J. A.
 Rodgers, James.
 Rolland, J. D.
 Rolland, J. D.
 Rolland, J. D.
 Ronald, J. B.
 Romayne, E. P.
 Romne, Geo. W.
 Root, C. G.
 Rose, J. B.
 Rose, J. C.
 Ross, D. C.
 Ross, D. W.
 Ross, Geo. D.
 Ross, Jas. G.
 Ross, Philip S.

Standard Life Ass Co.
 Guarantee Co.
 Wm. Reed & Co.
 Wm. Reed & Co.
 Robert Reford & Co.
 Regan, White & Co.
 Lonsdale, Reid & Co.
 G. Reinhardt & Sons.
 Riddell & Common.
 Dominion Blanket Co.
 Guardian Insurance Co.
 Harbour Commissioners.
 David Robertson & Co.
 Intercolonial Railway.
 A. Robitaille & Co.
 Gault Bros & Co.
 J. B. Rolland & Fils.
 J. B. Rolland & Fils.
 Harling, Ronald & Co.
 Romayne Bros.
 J. K. Ward & Co.
 Lamer & Rose.
 Caverhill, Rose, Hughes & Co.
 Montreal Telegraph Co.
 Ross, Hall & Co.
 Geo. D. Ross & Co.
 P. S. Ross & Son.
 P. S. Ross & Son.

Lumber.
 Customs Brokers
 Customs Brokers
 Steamship Agents
 Tea Importers and Wholesale Grocers.
 Wholesale Dry Goods
 Malsters and Brewers
 Family Hotel
 General Manager
 Chartered Accountants
 Insurance Agent and Marine Surveyor
 Assistant Manager
 Secretary-Treasurer
 Grain and Flour Merchants
 Insurance Agent and Broker
 Coal Merchant
 Commission Agent
 Insurance Broker
 Insurance Agent
 Eastern Freight and Passenger Agent
 Wholesale Grocers and Importers
 Wholesale Dry Goods.
 Wholesale Stationer
 Wholesale Stationer
 Steamship Agents
 Boots & Shoes.
 Lumber
 Metal Merchants
 Wholesale Grocers
 Secretary and Treasurer
 Wholesale Grocers
 Woolen Com. Mchis and Mfrs. Agts.
 Chartered Accountant
 Chartered Accountant

Rosemont Avenue.
 209 Commissioners street.
 209 Commissioners street.
 23 St. Sacramento street,
 1 St. Helen street.
 18 St. Helen street.
 341 German street.
 17 McGill street.
 228 St. Paul street.
 22 St. John street.
 17 St. John street.
 7 St. Helen street.
 181 St. James street.
 27 Common street.
 279 Commissioners street.
 11 Hospital streets.
 65 McGill street.
 204 St. James street.
 157 St. James street.
 39 St. Sacramento street.
 136 1/2 St. James street.
 212 St. Paul street.
 21 St. Helen street.
 14 St. Vincent street
 14 St. Vincent street.
 213 Commissioners street.
 Chaboillez square.
 43 St. Sacramento street.
 St. Peter street.
 6 St. Sacramento street.
 35 St. Francois Xavier street.
 648 Craig street.
 18 St. Alexis street.
 18 St. Alexis street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Ross, Robt.	Ross, Foster & Co.	Dry Goods	3 St. Peter street.
Ross, W. G.		Accountant	2) St. Alexis street.
Rothwell, Ed. E.	Tellier, Rothwell & Co.	Importers and Manufacturers	8 DeBrosles street.
Routh, F. A.	Carbray, Routh & Co.	Shipping and Coal Agents	195 Commissioners street.
Routh, F. H.	J. H. Routh & Son.	Ag't. Western and Quebec Ass Co.	194 St. James street.
Routh, Rodolph O.			
Routh, R. T.			
Royal Can. Ins. Co.			
Russell, Hugh.			
Russell, Jno. J.			
Sadler, Geo. W.	Robin & Sadler	Mfrs. of Leather Belting	185 St. James street
Saufer, Fred. M.	A. & S. Nordheimer	Manager	2520 Notre Dame street.
Samuel, Emmanuel.	M. & L. Samuel Benjamin & Co.	Hardware, Metals, etc.	213 St. James street.
Samuel, Thos.	Thos. Samuel & Son.	Importers and Commission Mch's.	Toronto.
Saunderson, C. E.	B. & S. H. Thompson & Co.	Merchants	8 St. Helen street.
Sauvageau, T.			28 St. Sulpice street.
Savage, Ed. J.		Boot and Shoe Manufacturer	712½ Craig street.
Savage, J. G.		Mfrs' Agent and Importer.	26 St. Sacramento street.
Scantlan, J. T.		Secretary-Treasurer	30 St. John street.
Scheyer, Hermann S.	Bell Telephone Co.		
Sclater, C. P.		Managing Director	533 St. Paul street.
Sclater, Wm.	Canadian Rubber Co.	Importers and Manufacturers' Agents	166 McGill street.
Scholes, Francis.	Ed. Schultze, Son & Co.	Importers and Manufacturers' Agents	166 McGill street.
Schultze, Ed.	Ed. Schultze, Son & Co.	Mfrs and Importers of Watches, etc.	1685 Notre Dame street.
Schultz, John E.	Schwob Bros	Stock Broker	113 St. Francois Xavier street.
Schwob, M.		Grain and Hay	132 St. Antoine street.
Scott, Henry C.	Jas. Scott & Co.	Brewers.	36 Chabouillez square.
Scott, Jas.		Financial Agent and Accountant.	12 Place d'Armes.
Scott, Jno. H.		Merchant Tailors	1817 Notre Dame street.
Scott, J. P.	Wm. Dow & Co.	Proprietor and Publisher	43 St. Gabriel street.
Scott, Wm.		Civil Engineer.	139 St. James street.
Seath, David.	R. Seath & Son	Wholesale Boots and Shoes	37 Victoria square.
Seath, W.	"Le Moniteur du Commerce"	Vice-President,	Windsor Street Station.
Shallow, F. D.	Jas. Linton & Co.	Milfers' Agent and Grain and Produce	Custom House square.
Shanly, Walter (C.E.)	Canadian Pacific Railway Co.	Port Warden and Surveyor	199 Commissioners street.
Sharpe, Ed. S.		Woolen M'ch's and Mfr's Agents.	164 McGill street.
Shaughnessy, Thos. G.			
Shaw, Jas. G.	Wm. Shaw & Co.		
Shaw, Jas. G.			
Shaw, J. Humden.			
Shaw, Robert.			
Shaw, Thomas.			
Shaw, Wm.	Wm. Shaw & Co.	Woolen M'ch's and Mfr's Agents.	164 McGill street.
Shearer, James.			
Shearer, Jas. T.			
Shearer, John S.	John S. Shearer & Co.	Manufacturers' Agents	467 St. Paul street.
Shorey, C. L.	H. Shorey & Co.	Wholesale Clothiers	1866 Notre Dame street.
Shorey, Hollis.	H. Shorey & Co.	Wholesale Clothiers	1866 Notre Dame street.
Shorey, S. O.	H. Shorey & Co.	Wholesale Clothiers	1866 Notre Dame street.
Short, R. Allan.			

Shearer, James.
 Shearer, Jas. T.
 Shearer, John S.
 Shorey, C. L.
 Shorey, Hollis.
 Shorey, S. O.
 Short, R. Allan.

Wholesale Boots and Shoes. 37 Victoria street.
 Vice-President. Windsor Street Station.
 Millers' Agent and Grain and Produce. Custom House square.
 Port Warden and Surveyor. 199 Commissioners street.
 Woollen Merchants and Millers' Agents. 164 Mettill street.
 Woollen Merchants and Millers' Agents. 164 Mettill street.

Shearer, James.
 Shearer, Jas. T.
 Shearer, John S.
 Shorey, C. L.
 Shorey, Hollis.
 Shorey, S. O.
 Short, R. Allan.
 Sidey, J. G.
 Silverman, Simon.
 Simmons, John.
 Simms, Francis H.
 Simms, Robert.
 Simpson, Geo. W.
 Simpson, J. Cradock.
 Sims, A. Haig.
 Sims, Lindsay D.
 Sincennes.
 McNaughton Line
 Sinton, Jas. C.
 Sise, C. F.
 Slater, Geo. A.
 Slessor, James.
 Slessor, Wm. P.
 Small, E. A.
 Small, E. A.
 Smardon, Richard.
 Smith, Chas. F.
 Smith, Sir Donald A.
 Smith, G. F. C.
 Smith, J. Lionel.
 Smith, J. Murray.
 Smith, L.
 Smith, M. R.
 Smith, R. Wilson Smith.
 Smith, Wm. B.
 Smith, Wm. B.
 Smith, Wm. Over.
 Smithers, Geo. H.
 Smyth, R. N. E.
 Snetsinger, J. G.
 Snow, Wm.
 Sonne, Thomas.
 Strauzman, Chas.
 Stancliffe, F.
 Starke, Representative.
 Starke, R. G.
 Stearns, R. G.
 Stearns, I. H.
 Stearns, Seargent P.
 Jas. Linton & Co.
 Canadian Pacific Railway Co.
 Wm. Shaw & Co.
 Wm. Shaw & Co.
 John S. Shearer & Co.
 H. Shorey & Co.
 H. Shorey & Co.
 H. Shorey & Co.
 Witness' Office.
 Silverman, Boulter & Co.
 J. Cradock Simpson & Co.
 L. D. Sims & Co.
 Phoenix Insurance Co. of Brooklyn
 Bell Telephone Co.
 Jas. Johnston & Co.
 Jas. Johnston & Co.
 E. A. Small & Co.
 Jas. McCready & Co.
 Liverpool & London & Globe Ins. Co.
 W. Howe Smith & Co.
 Dominion Transport Co.
 H. L. Smyth & Co.
 H. L. Smyth & Co.
 British Empire Mutual Life Ins. Co.
 Dominion Transport Co.
 Equitable Life Assurance Co.
 Manufacturers' Agents. 467 St. Paul street.
 Wholesale Clothiers. 1866 Notre Dame street.
 Wholesale Clothiers. 1866 Notre Dame street.
 Wholesale Clothiers. 1866 Notre Dame street.
 St. James street.
 Wholesale Hats and Furs. 465 St. Paul street.
 Stock Broker. 11 St. Sacramento street.
 Real Estate and Mortgage Loans. 185 St. James street.
 Manufacturers of Paper Boxes. Latour street.
 Agent. No. 8 Corn Exchange Building.
 President. 30 St. John street.
 Wholesale Dry Goods. 28 St. Helen street.
 Wholesale Dry Goods. 26 St. Helen street.
 Manufacturers and Whol. Clothing. 283 St. James street.
 Boots and Shoes. Three Rivers.
 Boot and Shoe Manufacturer. 4 St. Peter street.
 Chief Agent. 16 Place d'Armes.
 Grain and Flour. 16 St. Sacramento street.
 General Manager. 11 Place Royale.
 Manufacturers' Agents. 43 St. Sacramento street.
 Manufacturers' Agents. 43 St. Sacramento street.
 Ostrich Feather Dyer. 1913 Notre Dame street.
 Awning Manufacturer, etc. 187 Commissioners street.
 General Manager. 1722 Notre Dame street.
 Secretary. 398 St. Paul street.
 Liquidator. 11 Hospital street.
 Manager. 157 St. James street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Stephen, Francis.	F. Stephen & Co.	Commission Merchants	294 McGill street.
Stephens, G. W.			
Stephens, Jno.			
Stevenson, Arch W.		Chartered Accountant and Trustee.	17 St. John street.
Stevenson, J. Alex.			
Stevenson, F. R.	Stevenson, Blackader & Co.	Commission Merchants	87 St. Peter street.
Stevenson, S. C.	Montreal Exposition Co.	Manager	76 St. Gabriel street.
Stephenson, W. A.	Hughes & Stephenson.	Plumbing, etc.	747 Craig street.
Stewart, Alex.			
Stewart, David.			
Stewart, Jas.	Kingston and Mont. Forwarding Co		Kingston.
Stewart, Jas. H.	James Stewart & Co.	Auctioneers.	St. James street.
Stewart, James F.	Verret, Stewart & Co.	Salt Merchants.	12 Port street.
Stewart, Wm.	Kingston and Mont. Forwarding Co		26 St. Sacrament street.
Stirling, John.	John Stirling & Co.	Wholesale Dry Goods.	373 St. Paul street.
Stonegrave, A. C.			
Strauchan, Wm.	W. Strauchan & Co.	Soap and Oil Manufacturers	36 Jacques Carrier street.
Strauchan, Chas.	Canadian Brewing Co.		Delormier avenue.
Stroud, F. S. G.			
Stroud, H. W.			
St. Arnaud, L. N.	L. Chaput, Filis & Cie	Wholesale Grocers.	17 St. Dizier street.
St. Denis, Edouard.			
St. George, Fereval W.			
St. Marie, L. M. P.			
St. Onge, S.			
Summer, Geo.	Hodgson, Sumner & Co.	Wholesale Dry Goods.	347 St. Paul street.
Sutherland, Geo. A.			
Tasker, James.		Accountant.	180 St. James street.
Tatley, Wm.	Royal Insurance Co.	Manager.	Place D'Armes.
Taylor, A. F.			
Taylor, Homer.	J. & H. Taylor.	Railway supplies &c.	751 Craig street.
Taylor, Jas. A.			
Taylor, John.			
Tees, D. T.			
Tees, Wm.			
Teilmose, L. W.	Tees & Co.	Desk Manufacturers.	300 St. James street.
Teller, H. J.	L. W. Teilmose & Co.	Wholesale Grocers	242 St. Paul street.
Tester, J. W.	Tellier, Roswell & Co.	Importers & Manufacturers	8 Debresoles street.
Tiffin, H. J.			
Thibaudeau, A. A.	Thibaudeau Bros. & Co.	Wholesale Dry Goods.	332 St. Paul street.
Thibaudeau, Hon. J. R.	Canada Shipping Co., Beaver Line.	Freight Manager.	4 Palace Royale.
Thom, James.			
Thomas, F. Wolfershan.			
Thomas, R. K.	Thompson & Co.	Real Estate Agent.	30 St John street.
Thompson, Edwin.		Boot & Shoe Manfrs.	712 1/2 Craig street.
Thompson, M. M.			
Thomson, A. D.			
Thomson, A. G.			
Thomson, D. G.		Com. & Grain Merchant	Duluth.
Thomson, Geo. A.		Grain & Freight Broker	1 Corn Exchange Bldg
Thomson, Jas.			
Thomson, Malcolm.	Edwardsburg Starch Co.	Secretary.	
Thouret, Emile.			

Kester, J. W.	Importers & Manufacturers	8 DeBrosles street.
Kiffin, H. J.	Wholesale Dry Goods	332 St. Paul street.
Thibaudeau, A. A.	Freight Manager	4 Palace Royale.
Thibaudeau, Hon. J. R.		
Thom, James		
Thomas, F. W. Wolfstan		
Thomas, R. K.	Real Estate Agent	30 St John street.
Thompson, Edwin	Boot & Shoe Manfrs.	712 1/2 Craig street.
Thompson, M. M.		
Thomson, A. D.	Com. & Grain Merchant	Duluth
Thomson, Adam G.	Grain & Freight Broker	1 Corn Exchange Bldg
Thomson, D. G.		
Thomson, Geo. A.	Secretary	23 St. John street.
Thomson, Jas.		
Thomson, Malcolm	Coal Merchant	1761 Notre Dame street,
Thouret, Emile	Cashier	188 St. James street.
Torrance, John	Manager	39 St. Sacramento street.
Torrance, John, Jr.	Appraiser & Co.	214 St. James street.
Tough, John	Warehouseman	153 Water street.
Tourville, Louis	Financial Agent	151 St. James street.
Trew, A. E.		
Trimble, Thomas	Manager	1724 Notre Dame street.
Trotter, A. A.		
Trotter, Lewis T.	Wholesale Produce and Provisions	33 Commissioners street.
Truteau, A. C.	Manufacturers of Biscuits, etc.	1288 Notre Dame street.
Turnbull, John	Fruit Merchants	261 Commissioners street.
Turnbull, Thos. T.		
Turner, A. D.		
Turnin, W. J.		
Tyre, Robt. W.		
Vadinset, Louis	Northern Assurance Co. of London. Manager	
Vailancourt, J. A.		
VanHorne, W. C.		
Viau, C. T.		
Villeneuve, J. O.		
Vipond, George		
Vihond, T. J.		
Vipond, T. S.		
Wade, E. J.	Assistant General Manager	St. Etienne street.
Wainwright, Wm.	Architect, Civil Engineer, etc.	214 St. James street.
Wait, George		
Walbank, Wm. McLea	Lumber Merchant and Manufacturer	
Walker, John	Leather Merchants	10 St. Helen street.
Walkers, Charles H.	Cheese Exporters	17 St. Peter street.
Ward, Hon. J. K.	Accountant and Trustee	185 St. James street.
Ward, Joseph		
Wardlow, Jas. H.		
Ware, Wm. T.		
Warren, W. H.		
Warrington, J. C.		
Warrington, John T.		
Waterman, Isaac		
Wattier, George N.		

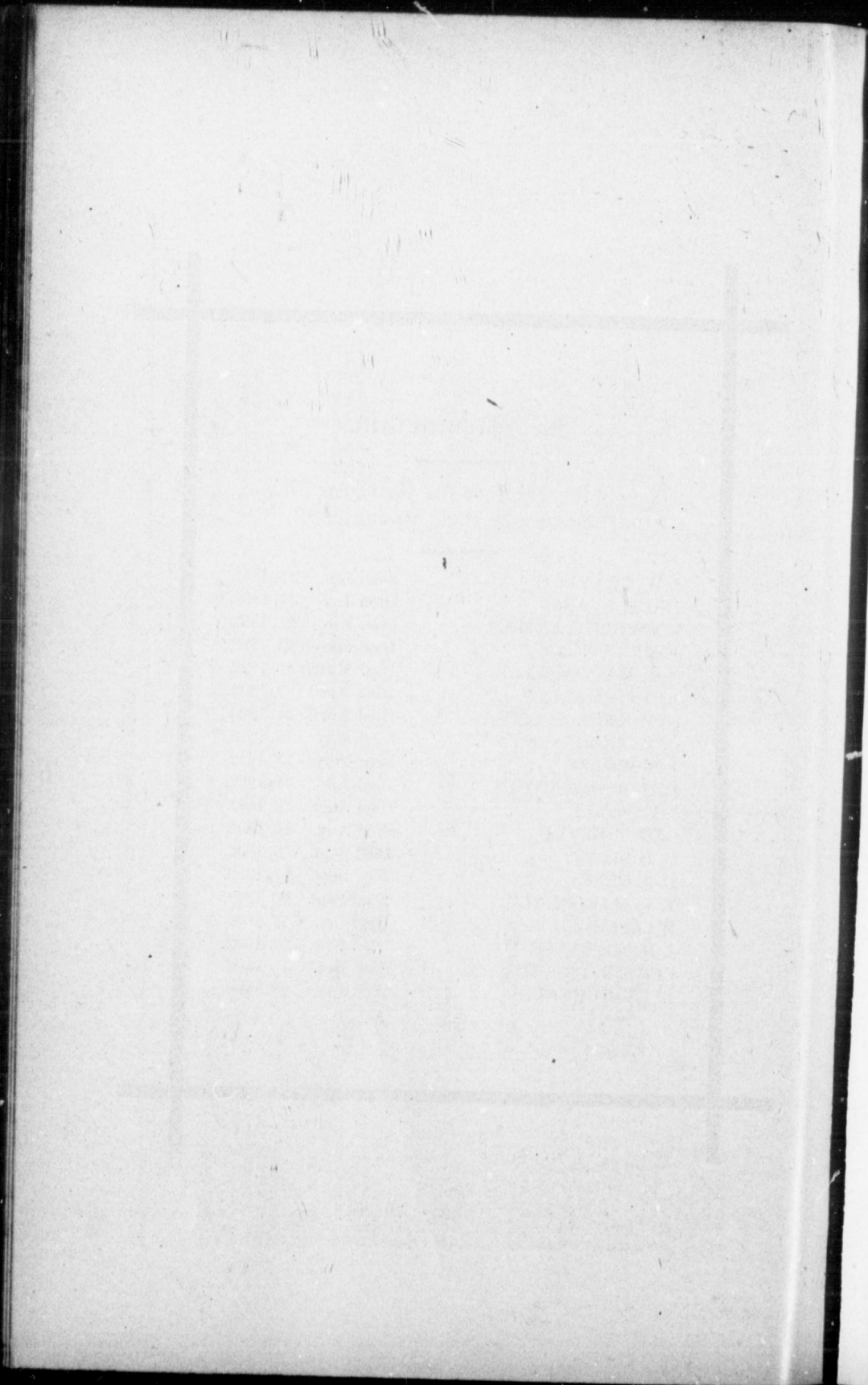
LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Watson, David.....	Kerry, Watson & Co.....	Wholesale Druggists.....	851 St. Paul street.
Watson, J. C.....	Canada Sugar Refining Co.....	Baker and Confectioner.....	39 St. Francois Xavier street.
Watt, Alexander.....	Commission Merchant.....	173 St. Antoine street.
Watt, Alex. McTavish.....	72 St. Peter street.
Watt, D. A. P.....
Weir, S. Merville.....
Weir, William.....
Weist, A.....
Wickar, Samuel.....
White, Richard.....
White, R. S.....
Whitehead, E. A.....
Whitham, James.....
Whitley, A. G.....
Whitley, Fred.....
Whitney, John E. M.....
Whyte, W. H.....
Wight, Norman.....
Wight, R. E.....
Wiley, A. T.....
Wilks, Arthur W.....
Williamson James.....
Wilson, A. A.....
Wilson, Jas. jr.....
Wilson, J. C.....
Wilson, J. H.....
Wilson, Jos. Marcellin.....
Wilson, J. R.....
Wilson, J. T.....
Wilson, Robert.....
Wilson, Thomas.....
Wilson, Walter.....
Winn, J. H.....
Wintle, Ernest D.....
Withers, J. Philip.....
Witness, Representative.....
Wolf, Herman H.....
Wong, W. R.....
Woods, Samuel.....
Young, Andrew.....

In Memoriam.

*List of Members of the Montreal Board
of Trade who died during 1892.*

J. W. BRAYLEY,	-	-	Died Jan.	15,	1892.
JNO. S. EVANS,	-	-	Died Jan.	16,	1892.
ROSWELL C. LYMAN,	-	-	Died Feb.	21,	1892.
JOHN DUNCAN,	-	-	Died March	23,	1892.
G. C. MACDOUGALL,	-	-	Died March	31,	1892.
JOHN S. HALL,	-	-	Died April	9,	1892.
SAMUEL T. AUSTIN,	-	-	Died April	24,	1892.
G. W. MORRISON,	-	-	Died May	12,	1892.
J. F. WULFF,	-	-	Died May	23,	1892.
F. H. WARRINGTON,	-	-	Died July	26,	1892.
J. E. DOYLE,	-	-	Died Aug.	2,	1892.
GEO. T. BEARD,	-	-	Died Aug.	10,	1892.
D. D. SIDEY,	-	-	Died Sept.	6,	1892.
D. J. REES,	-	-	Died Sept.	17,	1892.
T. V. MACDONALD,	-	-	Died Sept.	20,	1892.
WALTER WILY,	-	-	Died Oct.	27,	1892.
J. H. M. WELSH,	-	-	Died Nov.	22,	1892.
CHAS. D. PROCTOR,	-	-	Died Dec.	16,	1892.
L. P. BRUNEAU,	-	-	Died Dec.	22,	1892.







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