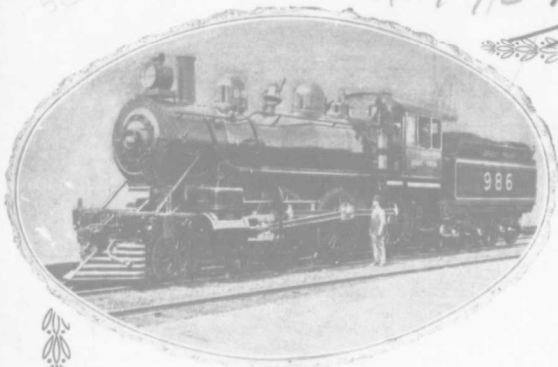


60/11/19 7/6 10



Season
1899

EXPORT TRADE

OF THE

Port of Montreal

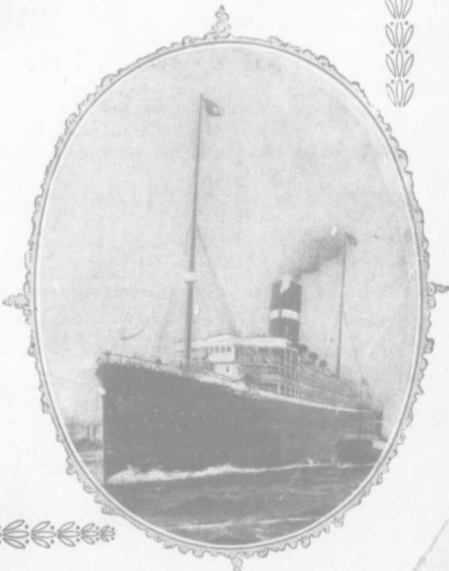
SHOWING FOREIGN BUSINESS IN

CHEESE, BUTTER, EGGS, GRAIN,
FLOUR, LUMBER,
CATTLE,
SHEEP, APPLES,
PROVISIONS.
AND OTHER
CANADIAN PRODUCTS

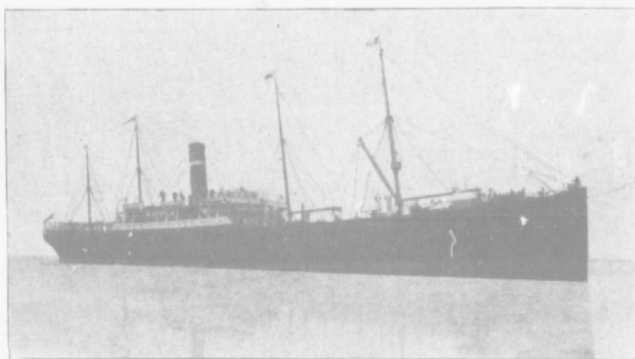


COMPILED BY
THE COMMERCIAL
DEPARTMENT OF

The Gazette,
MONTREAL



ELDER, DEMPSTER & COMPANY'S LINES



S.S. "MONTEAGLE," TWIN SCREW, 8,500 TONS

Beaver Line Royal Mail Steamers.

Sailing weekly between Montreal and Liverpool in summer, calling at Rimouski and Merville; and in winter between St. John, N. B. and Liverpool, via Halifax and Merville.

S.S. Lake Erie.....	9,000 tons	S.S. Lake Superior.....	5,500 tons
" Arawa	5,600 "	" Lake Huron	4,500 "
" Lake Ontario	5,000 "	" Lake — building.....	9,000 "

Excellent accommodation for all classes of Passengers at moderate rates.

Dominion Line Montreal to Bristol (Avonmouth)

Also from Portland, Me., and Boston to Bristol (Avonmouth) during the winter months.

and London.

S.S. Milwaukee	12,500 Tons	S.S. *Montealm ..	8,000 Tons	S.S. Montpelier...	5,800 Tons
" Monarch	12,000 "	" *Montrose	8,000 "	" Andoni	5,300 "
" *Montozuma ..	12,500 "	" *Monterey ...	8,000 "	" Ashanti	5,000 "
" *Mount Royal ..	12,000 "	" *Montmorency	8,000 "	" Lycia	4,500 "
" *Monteagle.....	8,500 "	[building]		" Etolia	4,500 "
" *Montfort	8,500 "	" Montenegro ..	7,100 "	" Mennon	4,250 "
		" Yola.....	6,000 "		

STEAMERS MARKED THUS * ARE FITTED WITH COLD STORAGE.

A limited number of Cabin passengers carried on the Bristol and London steamers at moderate rates.

Steamers of the above line are fitted up with all the modern improvements for carrying Live Stock, Butter, Cheese, Grain and every description of general cargo.

For rates of freight and Passage and other particulars apply to

ELDER, DEMPSTER & CO.,

6 ST. SACRAMENT ST., - - - MONTREAL
and foot of India St., Portland, Me.

Toronto Agency, Elder, Dempster & Co., S. J. Sharp West'n Mgr., 80 Yonge St.
Chicago Agency, John E. Earle & Co., 6 Sherman St. T. A. S. DeWolf & Son, Halifax,
Iroop & Son, - - - St. John, N.B.

ALLAN LINE

ROYAL MAIL STEAMSHIP COMPANY

ESTABLISHED IN 1854

The Company's Fleet Consists of Thirty-four Steamers aggregating
142,006 tons, including the following new Steamers:

TUNISIAN, 10,375 tons (Twin Screw)
SICILIAN, 7,500 tons

BAVARIAN, 10,375 tons (Twin Screw)
CORINTHIAN, 7,500 tons

SIX DISTINCT SERVICES.

PASSENGER SERVICE

Montreal to Liverpool, Calling at Merville, Weekly.
From Portland and Halifax in Winter.

Montreal to London, Weekly

Boston to Glasgow

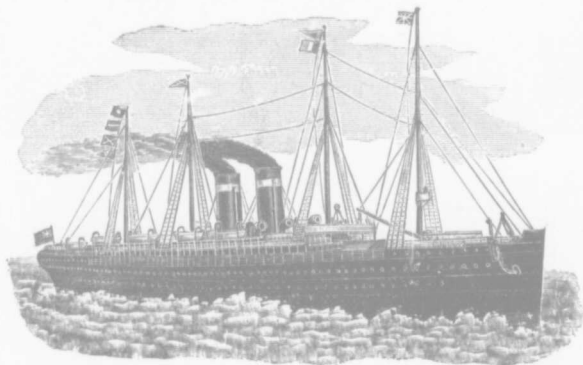
Montreal to Glasgow, Weekly

New York to Glasgow

Portland to Glasgow in Winter

Philadelphia to Glasgow

Calling at St. Johns, N.F., for Mails and Passengers.



The St. Lawrence route is 1000 miles less ocean sailing than from New York—three days' sailing on smooth water.

The steamers are of the highest class, and are fitted with every improvement for the comfort of the passengers, in all classes, including bilge keels, making the vessels steady in all weather, electric light, midship saloons, spacious promenade decks, music rooms, smoking rooms, etc.

Special attention has been paid to the ventilation and sanitary arrangements. An experienced surgeon is carried on all passenger steamers.

For Cargo and Live Stock this line offers the best facilities. The steamers of the Montreal-London, Montreal and Glasgow service being devoted exclusively to this business. The passenger steamers on the Montreal-Liverpool service do not carry live stock, but they are fitted with the latest and best system of cold storage accommodation.

For sailing, rates and further information apply to any Agent of the Line, or

H. & A. ALLAN, Montreal.

*

Marine Insurance . . .

FOR THE FOLLOWING OFFICES:

BRITISH & FOREIGN MARINE INSURANCE CO., of Liverpool.
RELIANCE MARINE INSURANCE CO., of Liverpool.
MARITIME INSURANCE CO., of Liverpool.
ROYAL EXCHANGE ASSURANCE CORP., of London.
GENERAL MARINE INSURANCE CO., of Dresden.
GENERAL INSURANCE CO., of Trieste.

EDWARD L. BOND, - - Underwriter.

CERTIFICATES MADE PAYABLE IN ANY PART OF THE WORLD.

IMPORTERS

*Open Policies issued, covering
from all Ports*

EXPORTERS

*Unlimited Facilities for Insuring
GRAIN, PRODUCE, CATTLE, etc.*

FLOUR INSURED AGAINST ALL RISKS.

BANKERS.

*Open Policies granted to Banks, insuring
Debentures, Bank Notes and Specie, by
REGISTERED MAIL between all points.*

Where the Companies are not represented by Agents, Bankers and Shippers
are invited to correspond direct with Montreal.

EDWARD L. BOND,

GENERAL AGENT,

30 St. Francois Xavier Street, - - MONTREAL.

MONTREAL BOARD OF TRADE

.. 1899 ..

President - CHAS. F. SMITH.
Ist Vice-President, ROBERT MACKAY. 2nd Vice-President, HENRY MILES.
Treasurer, - FRED. W. EVANS

MEMBERS OF COUNCIL :

C. E. Gault, R. W. Macdougall, Thos. Harling, Jas. McBride, A. J. Hodgson,
Wm. McMaster, Jas. W. Knox, M. J. A. Prendergast, H. Laporte,
David Robertson, John Macfarlane, Hon. J. K. Ward.
Secretary, - GEO. HADRILL.



MONTREAL BOARD OF TRADE BUILDING.

Montreal Butter and Cheese Association.

OFFICE BEARERS FOR 1899.

Executive Committee

President, Arthur J. Hodgson
Vice-Pres., D. S. Hislop
Treasurer, P. W. McLagan

Geo. Hodge, Jno. McKergow, Wm. Nivin,
L. N. St. Armand.

Montreal Corn Exchange Association

OFFICE BEARERS FOR 1899.

Executive Committee

President, - Alex. McFee
Vice-Pres., - E. F. Craig
Treasurer, Bart. McLennan

C. B. Esdaille, Ekgar Judge, H. D. Metcalfe,
Chas. McLean, Jos. Quintal, A. G. Thomson

Montreal Marine Underwriters' Association.

OFFICE BEARERS FOR 1898

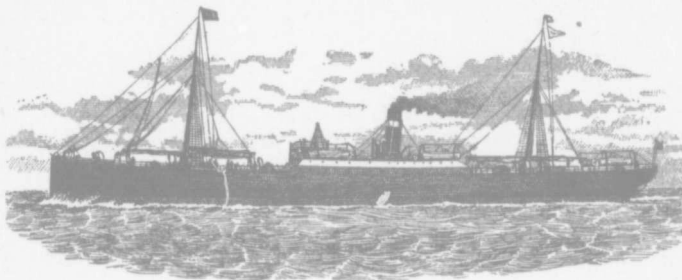
Executive Committee.

President
Vice-President, J. H. Routh,
J. J. Riley, Sr.,

C. E. Gault.

E. L. Bond,
Treasurer, W. A. W. Burnett
R. Bickerdike.

REFORD AGENCIES



S.S. TRITONIA, 6,000 TONS

DONALDSON LINE ALL YEAR WEEKLY
SERVICE TO GLASGOW

FROM MONTREAL

During Season of Navigation,

ST. JOHN, N.B., in connection with the C. P. R.

Fortnightly during Winter Season,

PORTLAND, Me., in connection with G. T. R.

Fortnightly during Winter Season.

AGENTS: Schofield & Co., Limited, St. John, N.B. The Robert Reford Co., Ltd., Portland, Me.
Donaldson Bros., 53 Bothwell St., Glasgow, Scot.

THOMSON LINE

FROM MONTREAL: Weekly Service to LONDON

FORTNIGHTLY SERVICES TO

LEITH, NEWCASTLE AND ABERDEEN.

From PORTLAND, Me., in connection with the GRAND TRUNK RAILWAY.

Weekly Service to London during the entire year.

AGENTS: The Robert Reford Co., Ltd., Portland, Me.
A. Low, Son & Co., 7 Fenchurch Ave., London, E.C.
Cairns, Young & Noble, Newcastle-on-Tyne.
W. Thomson & Co., Leith. Wm. Thomson & Sons, Dundee.

LORD LINE

MONTREAL TO CARDIFF.

Weekly during Season.

AGENTS:—Thomas Dixon & Sons, Belfast. Guthrie Heywood & Co., Cardiff.

FAVORITE BOATS FOR HORSES AND STOCK

Special accommodation for Butter, Cheese and Provisions in and out of Refrigerators. | Through Bills of Lading granted to or from all points in Canada and Western States.

For further information apply to

HENDERSON BROS., 176 to 180 Jackson St., CHICAGO. J. D. RIDDELL, STRATFORD, Ont.

ALL RAILWAY AGENTS, OR
THE ROBERT REFORD CO., Ltd., Montreal, Can. and Portland, Me.



EXPORT TRADE

OF THE

Port of Montreal

FOR
SEASON 1899

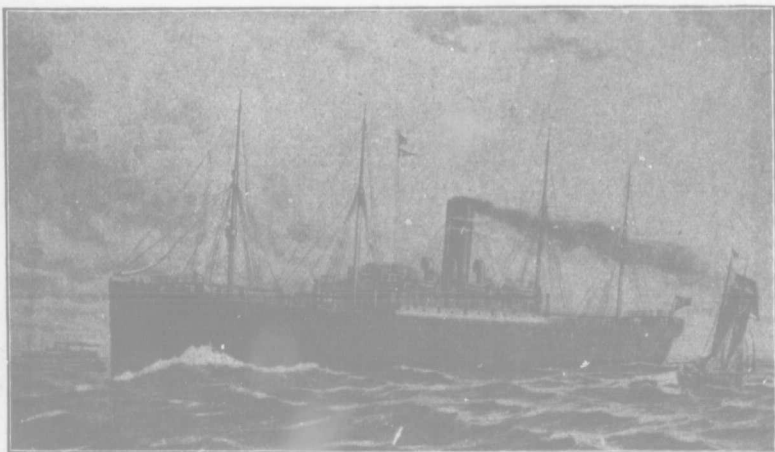
=====
 SHOWING FOREIGN
 BUSINESS IN
 CHEESE
 GRAIN
 CATTLE . . .
 BUTTER . . .
 FOLUR
 SHEEP
 EGGS
 LUMBER . . .
 APPLES . . .
 PROVISIONS
 AND OTHER
 CANADIAN PRODUCTS
 =====



COMPILED BY THE
COMMERCIAL DEPT. OF

The Gazette
Montreal.





SS. "MANCHESTER CITY," 8,600 TONS.

MANCHESTER LINERS, LIMITED

THE ONLY DIRECT AND REGULAR LINE BETWEEN

CANADA AND MANCHESTER

First Class service of modern freight steamers under special contract with the Dominion Government. All steamers are fitted with Cold Storage accommodation for perishable products.

Summer Service from

MONTREAL
VIA QUEBEC.

Winter Service from

ST. JOHN, N.B.
VIA HALIFAX, N.S.

The object of this line is to develop the Canadian Trade with Manchester, which is the centre of about 7,500,000 people—one of the largest markets in the World.

The Cattle Market is said to be the best in the World. Shippers throughout Canada are meeting with success even beyond their expectations.

HAMBURG-AMERICAN LINE

Summer Service

Regular Sailings between

HAMBURG, ANTWERP & MONTREAL

Winter Service

TO

PORTLAND, MAINE.

FURNESS LINE Summer Service—Regular Sailings between **HAMBURG, ANTWERP and MONTREAL**. Winter Service—Regular Fortnightly Sailings between **ST. JOHN, N.B. and LONDON** direct, and **HALIFAX and LONDON**. During Summer Season regular fortnightly sailings from St. John, N.B. to London via Halifax, N.S., under special contract with Dominion Government.

Through Bills of Lading granted to and from all Western points,

FURNESS, WITBY & CO., Limited, General Agents, MONTREAL.



TO THE TRADE.



The Gazette's yearly "Export Trade of the Port of Montreal," compiled by our Commercial Editors, showing the exports of the leading Canadian products from Montreal, has now reached its fourth year of publication in its present form.

It is again submitted to the trade in the hope that giving a complete and reliable record of the export business of Montreal for 1899, it may be found of value and convenience to the trade. The figures comprised in it are from the shipping office of the Custom House and other official sources, and constitute a fairly correct estimate of the exports via the St. Lawrence route in 1899. Our regret is that in some respects there has been a falling off, but this is made up in many other ways, as a perusal of the figures will show.

Yours truly,

RICHARD WHITE, Man. Dir.,

THE GAZETTE PRINTING CO.

Montreal, December, 1899.

THE
Linde British Refrigeration Co., Ltd.

AMERICAN AGENCY.

MANUFACTURERS OF
REFRIGERATION
AND
ICE MACHINERY

FROM ONE TON REFRIGERATION CAPACITY AND UPWARDS

All the Canadian Cold Store Warehouses are fitted with
Linde machinery.

Only Pure Cold Air circulated through the rooms by our latest
process.

No Pipes in the rooms, consequently no snow, no drip, no bad odors.

About 5,000 Machines sold up to January, 1900 and supplied to
every quarter of the globe for Meat Packers, Dairies, Brewers, &c.

50 Per cent saved in Shrinkage by using the COLD AIR
SYSTEM for meat chillings in Abattoirs, Packing Houses, &c.

Sample of our many Certificates of Excellence :

MONTREAL, April 17th, 1899.

MESSRS. THE GOULD COLD STORAGE CO.,
CITY.

GENTLEMEN,

We send you herewith our cheque for your account for March.
We are pleased to say that our Poultry and Game stored in your cold
storage the past season have been turned out in splendid condition.

Yours truly,

P. POULIN & Co.

HEAD OFFICE: 301 ST. JAMES ST., MONTREAL

MONTREAL'S SHIPPING

THE season of navigation of 1899 has been a record one in more ways than one, and the most remarkable fact has been the striking refutation of the charges so frequently made against the St. Lawrence route as a dangerous one.

That the criticism of the great northern passage is entirely undeserved, the record of the past season clearly



HARBOR.

proves. And the notable fact of the season has been its duration, the last steamer sailing hence on the latest date in the history of the Port. This was the steamer *Mayflower*, on Tuesday, the 28th November, and the day of her clearance there was no evidence of the approach of winter. In fact it has frequently happened in past seasons that the river is clear for a

considerable time after the last vessel has sailed. The question arises; could not the season be permanently lengthened? The insurance people have a good deal to do with shortening it, owing to their fall advance in rates.

The number of ocean vessels and tonnage has been much less than that of the season of navigation of 1898—being 82 ocean steamships and 119,792 tons less. This of course, does not deal with the Newfoundland or lower port vessels; but it must be borne in mind that the season of 1898 was an abnormally good season, our shipping business being increased by the Spanish-American war, while the season just brought to a close has been materially diminished in ships and tonnage by several of the largest vessels being withdrawn, having been taken up by the Imperial Government as transports for the South African war.

Another factor which has helped in a way to decrease the shipping to the River St. Lawrence and detrimentally affected the interest and successful progress of the port of Montreal, by



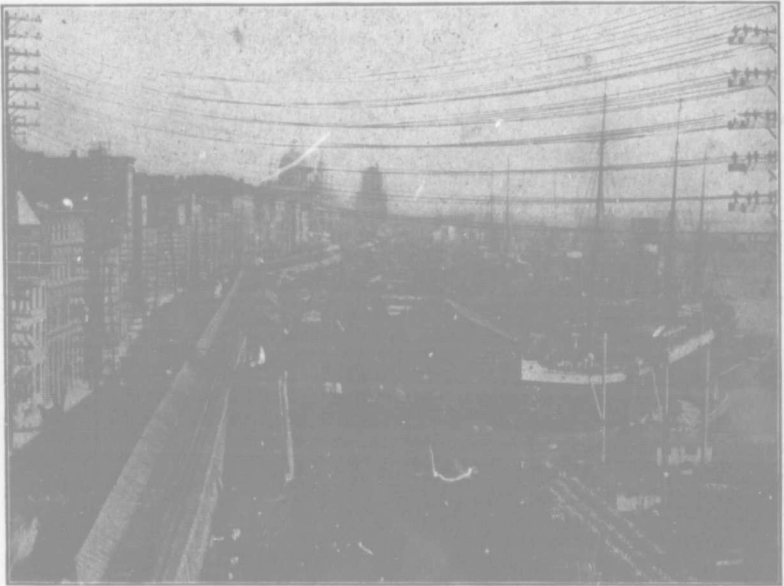
MR. E. L. BOND,
President Montreal
Marine Underwriters
Association.

a substantial decrease of imports and exports, is the adverse discrimination of the insurance companies against the British North American trade, there being an excessively high rate on hulls. The Underwriters suffered very heavy losses last winter from North Atlantic United States ports, and in order to recoup their losses the St. Lawrence route was made to suffer by very severe discrimination. Shipowners do not argue that the premiums were too large for the risk they run, but they are of the opinion that the premiums should be universal from North Atlantic points, and not discriminatory so as to divert the carrying trade to the ports south of us.

The disasters on the St. Lawrence between Montreal and Quebec have been very slight this season. The steamship Gallia running out of the channel and taking the ground near Stone Island, at the head of Lake St. Peter, on May 14, and remaining there until the 24th of June, was the greatest mishap, and this

was no fault of the river, as there was 36 feet of water in the channel on that day. At an official enquiry it was found that the accident was due to an error of judgment.

We have to deplore the wreck of the fine passenger and freight steamship Scotsman on Belle Isle at the eastern entrance to the Straits of that name. This sad disaster was aggravated and made very much worse than it otherwise would have been had there



been direct telegraphic communication with the Island. This has been appealed for in vain by the Board of Trade Council, the shipping community and the general public. While some progress has been made in this direction, the captains and other authorities who know the coast of Belle Isle thoroughly, state that it would be much better instead of losing precious time endeavoring to construct a shore line which must naturally meet with obstacles difficult to surmount, and when constructed be

very difficult to maintain, to run a cable direct from the east point of Anticosti to Belle Isle. The knowledge of direct communication with Belle Isle would give passengers and shippers confidence in the route, as they would then know that aid could be promptly sent them should any mishap occur. The Scotsman was wrecked at 2 a. m. on September 22nd, and it was not until September 28th that any knowledge was obtained of the disaster. It might have been much longer had no vessel passed within communicating distance.

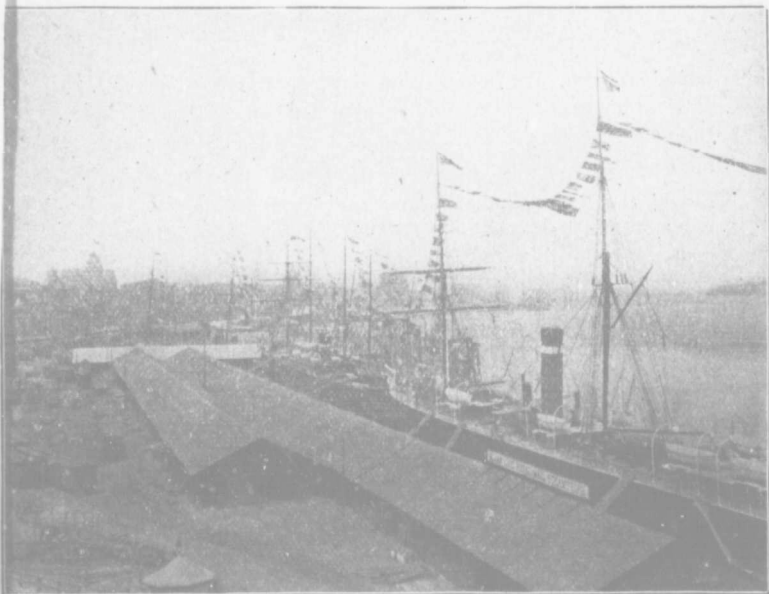
The recent loss of the steamship Manchester Enterprise in mid-ocean has also made a vacancy in our regular line steamers.

The advance in the Montreal Harbor improvements has been a marked feature of the season. The magnificent new wharf at the foot of Jacques Cartier Square looms up majestically when seen with our largest steamers lying alongside of it. This wharf was sufficiently advanced towards completion to be utilized, and was inaugurated by the Dominion line steamship Roman occupying the berth on the west side of the wharf on the morning of August 31st, since which time it has been continuously occupied. An immense amount of other work has been done during the past summer towards the carrying out of Harbor improvements.

In addition to the large pier at the foot of Jacques-Cartier Square, nearly 600 feet of crib-work has been sunk in position opposite the Custom House, and filled, and raised to such a height that work can be resumed early in the spring. These cribs form part of the down-stream side of the first large pier below the canal entrance. Opposite the Harbor Office nearly 400 feet of crib-work has also been sunk, and filled to low water level, forming part of the new shore wharf from the canal downwards. According to a recent decision of the Harbor Board the shore wharf is to be of concrete from low water line up to the street level, and work has been begun to prepare the cribs for the concrete, which will be deposited in place in a few days.

Further westward, from Prince street downwards, the old wooden "dyke" has been removed, and a solidly built stone wall, in concrete foundation, has been substituted on the new street line. Already a length of nearly 300 feet has been finished, and work is still going on.

Under Mr. John Kennedy, the Harbor Board's chief engineer, Mr. J. M. Nelson has had full charge of all the work, ably assisted by Mr. L. A. Desy, the superintendent of dredging, and Mr. J. P. Garnon, superintendent of Harbor Works, and to them is due the credit of having accomplished so much this past season. Several offers have been made for the erection of elevators within the Harbor limits, and these are now under consideration, and it is the opinion of the trade that large elevator accommodation



HARBOR FROM THE EXAMINING WAREHOUSE.

is absolutely necessary to increase and develop the great western trade both by water and rail routes.

Navigation opened on April 24th, but it was not until April 27 that the first ocean vessel, steamship Dominion, arrived in port. From that date until the closing of navigation, November 29, which is one day later than last year, there arrived in port 801 vessels, consisting of 773 steamships, 7 barges, 3 brigan-

tines and eighteen schooners. This year there is a decrease, as compared with last year, of 67 vessels and a decrease of tonnage, of 66,461 tons.

Following are the statistics of the number of vessels, and their tonnage, which entered the port of Montreal for the years 1898-9:—

	Vessels.	Tonnage.
1898.....	868	1,584,070
1899.....	801	1,517,611
Decrease for 1899.....	67	66,461

The coastwise steamers, however, both in number and tonnage, have increased. In 1898 there arrived in the port 330 vessels with a tonnage of 348,500 tons, while this year there arrived in the port 344 vessels with a tonnage of 402,325 tons, being an increase of 14 vessels and an increased tonnage of 53,825 tons.

The officials of the Lachine Canal have had a busy season, upwards of 17,822 craft of all kinds having passed through the locks.

An exceedingly interesting feature in connection with the shipping operations of the season is that, despite the prevalent low rates, Messrs. R. Reford & Co. surpassed any previous record of the history of the port, by putting 105 trips to the firm's credit. The total net tonnage of their vessels arriving this year is 229,466. Last year the Allan line had 96 voyages, being the largest number for the season. The net tonnage for their boats, however, was far in excess of this year's record, amounting to 243,234 tons.

Carbray, Routh & Co.,

MONTREAL
and
QUEBEC.

Steamship ^{AND} Ship Agents.

AGENTS FOR
General Mining Association,
North Sydney, C.B.

Portuguese Consulate.

The figures in detail of the leading lines running to this port for the year 1898-99, are as follows :—

	1899.		1898.	
	Voyages.	Tonnage	Voyages.	Tonnage.
R. Reford Co., Ltd.				
Thomson Line.....	50	102,802	62	121,753
Donaldson ".....	36	88,992	33	77,631
Lord ".....	15	30,835		
Outside Steamers.....	4	6,837		
Total.....	105	229,466	95	199,384
Elder, Dempster & Co.				
London Service.....	23	65,001	28	84,719
Bristol ".....	29	93,844	30	96,485
Liverpool ".....	17	46,771		
Outside Boats.....			11	21,000
Total.....	69	205,616	69	202,203
Allan Line.				
Liverpool Service.....	26	80,916	29	85,108
Glasgow ".....	19	37,110	34	85,340
London.....	28	69,909	33	72,786
Total.....	73	187,935	96	243,234
McLean, Kennedy & Co.				
Head Line.....	27	65,841	32	75,413
Holme ".....	17	25,623	13	15,757
Tramp Steamers.....	22	36,351	39	82,520
Beaver Line Associated Strs	3	7,975		
Total.....	69	135,790	84	173,690
D. Torrance & Co.				
Dominion Line.....	30	109,303	39	140,583
Furness ".....			15	32,024
Total.....	30	109,303	54	172,607
Furness, Withy & Co.				
Manchester Line.....	15	43,029	19	23,022
Hamburg-American Line....	10	20,979		
Furness Line.....	9	23,337		
Outside vessels.....	3	2,233	3	5,628
Manchester Importer, from Quebec and Three Rivers..	1	2,538		
Total.....	38	92,116	22	28,650
Johnston Line.				
To Liverpool.....	22	78,174	24	64,200
Leyland Line.				
To Antwerp.....	11	20,991		
To Liverpool.....	14	40,334		
Total.....	25	61,325		

The water in the ship channel for the season of navigation has ruled considerably lower in the latter part than in 1898, and has caused some annoyance and considerable financial loss to the larger steamships that have been compelled to complete their loading at Quebec in consequence thereof. Thus, the depth and width of the ship channel is of as great if not greater importance than the wharf accommodation, the lack of which as to the present there is no pressing want. But when we learn that the steamship Winifredian sailed from Boston a short time back with a draught of 31.8 it behoves the authorities to be up and doing for the future success of our port.

Following is a tabulated statement of the depths of water, taken at an interval of ten days, from August 1 to November 20, for the years 1898-99 :

	1898.		1899.			1898.		1899.	
	Montreal ..	Sorel.....	Montreal ..	Sorel.....		Montreal ..	Sorel.....	Montreal ..	Sorel.....
August 1.....	28.9	28.3	29.1	28.5	October 1....	28.0	27.8	27.10	27.7
August 10....	28.6	27.9	28.6	28.1	October 10...	27.3	26.8	28.1	28.3
August 20....	28.6	27.9	27.9	27.4	October 20...	28.0	27.11	28.0	27.11
August 31 ...	28.3	27.9	27.5	26.7	October 31...	29.4	29.3	27.9	27.2
September 1 .	28.1	27.10	27.8	27.0	November 1 .	29.4	29.3	27.8	27.5
September 10	28.1	27.1	27.1	26.8	November 10	28.8	28.1	27.5	27.6
September 30	27.10	27.6	27.4	27.4	November 20	29.0	28.10		
September 20	27.9	27.2	27.8	27.3					

As will be seen by the above statement, the water throughout the whole season has been over a foot lower than last year. The seriousness of the matter can easily be realized, for the vessels coming to the port are increasing rapidly in size. This is demonstrated by the following vessel tonnage for the past eleven years, showing the gradual increase :—

1889.....	1,184	1895.....	1,670
1890.....	1,247	1896.....	1,715
1891.....	1,294	1897.....	1,732
1892.....	1,410	1898.....	1,813
1893.....	1,432	1899.....	1,894
1894.....	1,494		

NAVIGATION NOTES.

THE Robert Reford Company, Ltd., representing the Donaldson, Thomson and Lord Lines, state that their number of sailings for the past season from Montreal was 105 steamers, with a total of 229,466 tons net, as against 95 sailings and 199,384 tons last year. Four steamers of the Thomson Line, viz., Hurona, Iona, Devona, and Fremona, were chartered by the British Government in October, so losing Montreal five sailings, otherwise the total number of voyages would have been 110. Mr. Reford reports that the season could not be called a very satisfactory one, as rates were lower at times than previous years, and although there was a better demand in September, and early in October, no doubt occasioned in a measure by the withdrawal of a large amount of tonnage from Canadian and United States ports, chartered to the British Government, still it did not last long, and the freight market has since been dull and depressed, fall business not fulfilling expectations.

The Donaldson line added the fine new steamer Lakonia to their fleet during the past season. She is fitted with cold storage, and all the latest improvements, and is perhaps the largest steamer running from any Canadian or United States port to Glasgow. They recently purchased the Almora, a steamer admirably adapted for the Canadian trade, which will run from Montreal next season.

The Lord Line, owned by Messrs. Thomas Dixon & Sons, Belfast, was inaugurated during the past season between Montreal and Cardiff, and the sailings will probably be weekly next year. A pleasing feature of this trade was the visit of a deputation of some of the leading importers and merchants of Cardiff, who came out to Canada as the guests of the Lord Line. Several of the members of the deputation addressed a meeting of the Board of Trade, setting forth the advantages of Cardiff as an importing centre. They returned well pleased with their trip, and it is more than probable that a largely increased business will result from their visit to Canada.

During the winter months the Donaldson Line will run a service between St. John, N. B., and Glasgow, and Portland, Me., and Glasgow, whilst the Thomson Line will have a weekly sailing to London from Portland.

The Elder-Dempster Line have had a busy season, despite that they had five boats less running on the London service than last year. The Bristol service was also reduced by one boat, but the seventeen trips on the Liverpool service brought the total number of passages to the same as last year—69. Last year their tonnage amounted to 202,203 tons, while this year it swelled to 205,616, an increase of 3,413 tons. Last season the company astonished the shippers by bringing such large steamers to the port as the Monarch, Monterey, Yola, and the Lokoja, but this year they augmented their powerful fleet with the steamships



MR. A. SINCLAIR,
(Elder, Dempster & Co.)

Monteagle and Montfort, each carrying 8,500 tons, and the mammoth steamship Mount Royal, whose arrival caused a flutter of excitement among shipping men, as she carries 12,000 tons of cargo. This season the Elder-Dempster line took over the Beaver



MR. D. W. CAMPBELL,
(Elder, Dempster & Co.)

Line steamships, and continued on the established passenger and freight service between Montreal, Quebec, and Liverpool. The Government again awarded the mail contract from Montreal to Bristol to this enterprising company, and, in order to make the service a success, they placed their most speedy boats on the route, and for two trips they engaged the steamship Arawa, since gone trooping to South Africa, to carry the mails. On her last trip, the Arawa brought to Canada 800 passengers.



MR. ANDREW ALLAN, SR.,
(Allan Steamship Co.)

The steamship services of the Allan Line were not as extensive as during last season. The loss of their superb Castilian, mentioned in our last year's report, on her maiden trip, could not be replaced; the grounding of the Parisian, on her way to Quebec, took her out of the service during all the autumn months; and the requisition of five of their best vessels for voyages to South Africa, consequent upon the Boer war, still further reduced their St. Lawrence tonnage. During the season they had 74 arrivals, and carried in the neighborhood of 400,000 tons of imports and exports, besides passenger and livestock. The business of the year was not as profitable as last; cattle and apples were less plentiful; and rates of freight were generally lower.

The line's winter from Portland to nightly from Portland at Halifax, when busi- other Atlantic port New York, and at continued throughout their South American

The line is under for a much extended passengers during the season. Their four new ships, Bavarian, Tunisian, Sicilian, and Corinthian, in addition to other well-known vessels of their extensive fleet, will enable them adequately to fulfill the requirements of their customers.

Owing to the withdrawal of the Parisian for nearly the entire summer season of 1899, because of the renewal of her engines and boilers, and to the fact that the Bavarian, expected to be ready in April, was delayed until August, the passenger accommodation of the Allan Line suffered even in a greater degree than the freight. Notwithstanding these facts, it is satisfactory to learn that the number of passengers carried eastbound



MR. HUGH A. ALLAN,
(Allan Steamship Co.)

services will be weekly Liverpool, and fort- to Glasgow, with calls ness warrants. Their services at Boston, at Philadelphia, will be the winter, and also services.

stood to be arranging business in goods and next St. Lawrence



MR. ANDREW A. ALLAN,
(Allan Steamship Co.)

for the season just closed is about 100 greater than the previous year, and the westbound increase for all classes is fully 33 per cent. This remarkable increase in westbound traffic must be attributed to the improvement in the labor market in our Canadian Northwest, especially in the British Columbia region, owing to the opening up of the mining districts. The average number of passengers per steamer westbound this year is 403, as against 234 for the season of 1898, and 248 for the season of 1897. The increase in first-class traffic, while not as marked as in the third-class, still shows an improvement over the two previous years.

Messrs. McLean, Kennedy & Co., Canadian agents for the Ulster Steamship Company (Head Line), report that they have during the past season been keeping pace with the increased requirements of the export trade from this port. The Head Line, which opened a direct service between Montreal and Belfast and Dublin in 1894, with four of the smaller steamers of the line, has so developed the trade between Canada and Ireland in all lines of general cargo, that, year by year, it has been found necessary to place larger and more modern steamers on the service, and although during the past year the number of sailings has not been greatly increased, the tonnage is much in excess of previous years. During the winter season the company performs a direct service from St. John, N. B., under contract with the Dominion Government, and by this means keeps up a direct service between Canada and the Emerald Isle all the year round. Since its inauguration this line has done much towards cultivating new industries, which heretofore had not found a market in Ireland, such as pulpwood, furniture, etc.



MR. CHARLES McLEAN
(McLean, Kennedy & Co.)

Next year the company will add to the nine vessels already in the service a new twin-screw steamer of about 11,000 tons, to

be called the Rathlin Head. This vessel will be one of the finest and most modern cargo steamers afloat.

The Holme Line of steamships, of which Messrs. McLean, Kennedy & Co. are also the Canadian agents, consists of seven modern freight carriers, and are chiefly engaged in the grain and deal carrying trade from this port. The past season has been a very successful one for this line, and during the year a new steamer called the Abbey Holme was added to the fleet, which will be further increased next year by another new vessel, to be called the Isel Holme.

The firm has also done a large chartering business in outside steamers, and during the past season exported many large cargoes of various kinds of merchandise in this way.

The Dominion Line, as heretofore, had its regular weekly sailings to Liverpool, with an occasional freight boat to relieve congestion. The fleet has been somewhat changed since last



MR. J. TORRANCE, SR.
(Dominion Steamship
Line.)

year by the substitution of the fine new passenger steamer Cambroman, for the ill-fated Labrador, lost on the coast of Scotland. The coming spring ought to witness the launch of the company's new steamship



MR. J. TORRANCE, JR.
(Dominion Steamship
Line.)

Commonwealth. This steamer, which is an improved Canada, will add very materially to the prestige of the line, and when her sister ship, which Messrs. Richards, Mills & Co. have on the stocks, joins the New England, Canada, Dominion, and Cambroman, the company will have a fleet hard to surpass. The Dominion Line, during the coming winter, will operate a weekly service from Portland.

Furness, Withy & Co., Ltd., the agent at this port for the Manchester Liners, Ltd., the Hamburg-American Line and the

Furness Line, are actively engaged in developing the trade between Canada and Manchester. The steamers of this line are all new and large carriers, capable of giving a first-class service in every particular, the steamers being fitted with the most improved system of refrigerators for the carriage of fruit, butter, dressed meats, poultry, etc. Although this trade is yet in its infancy, its importance and future operations can only be shown



MR. JAMES THOM. by stating that Manchester is one of the (Furness, Withy & Co.) largest markets in the world, being the centre of a population of over 7,500,000. Its cattle market is said to be the largest in the world. Being so close to so many large cities, Manchester is a natural distributing centre. The attention of Canadian shippers is turning towards this service, which conforms to the first principle of trade in being from one centre of trade to another.

The Hansa-St. Lawrence Line is composed of steamers of the Furness Line and Hamburg-American Line (Hamburg-American Packet Company). The steamers of the combined service have kept up a regular ten-day service between Hamburg, Antwerp, and Montreal. Should the trade warrant a more frequent service, additional steamers will be placed in the service during the season of 1900.

The Johnston Line have completed their sixth season of a regular service between Montreal and Liverpool, and by the acquisition during the past season of such magnificent new and large cargo steamers to their service as the Maplemore, Pinemore, Ismore, etc., they have helped materially to add to the importance of the port of Montreal and the St. Lawrence route in general. They have now undoubtedly become firmly established as one of our most prominent and important steamship lines, and enjoy a special and distinct patronage amongst all classes of shippers. They have the satisfaction of not having sustained a loss of any kind during the past three seasons, and from which the Johnston line steamers derive special privileges as regards

marine insurance. Whilst the past season was not a successful one for the Liverpool steamers, the Johnston Line have handled 7,000 tons of cargo and 4,000 head of cattle more than during the season of 1898, which, taking all circumstances into consideration, is a good showing.

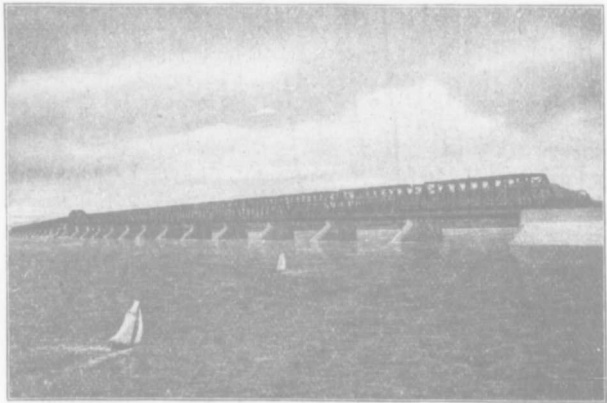
A new service of steamers entered the St. Lawrence this year. Messrs. Fredk. Leyland & Co., Limited, a very large and influential firm of steamship owners in Liverpool, provided a service with the steamers Georgian, Philadelphia, and Virginian, to Liverpool. These steamers are well known to shippers and underwriters, having traded to Boston for many years, and their advent to Montreal was heartily welcomed. They also commenced a fortnightly service of steamers direct to Antwerp, consisting of the steamers



Almerian, Assyrian, and Albanian. These latter steamers are moderate sized new vessels, and are eminently adapted for the service. We understand that they were so well satisfied with the result of this season's business that they intend to put on further new tonnage next year. The management of the line is in the hands of Mr Thos. Harling, who is well known in business circles.

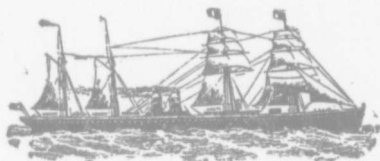
A feature of the harbor work are the powerful tugs of the Sincennes-McNaughton Line, which from the first to the last of navigation have been busy either bringing into or out of port large ocean liners, or else towing a string of barges containing grain or lumber. As a sample of the enterprise of this firm, their powerful tug Spray left for Kingston on Wednesday, 29 Nov., with a tow of six barges. This is the latest tow that ever left Montreal for the west with a prospect of the tug getting back to winter quarters at Sorel. Captain Matthews, the president of the company, stated that he was sanguine that the Spray would

get back in time, for she was both powerful and speedy. Their fleet now numbers twenty vessels engaged in harbor work, in addition to their auxiliary vessels. This season the Matilda, which was launched on Thanksgiving Day, 1898, was brought into requisition, and she has proved herself a great acquisition owing to her immense power. The vessels in active service are the steamers Conqueror, Virginia, Hudson, Sincennes, McNaughton, Spray, Florence, Ethel, Alice, W. C. Francis, T. H. Nasmith, Lucia, Dandy, Azilda, J. R. Booth, Georgina, W. F. Logie, Julia, Matilda, and the George. The company now contemplate building two sister tugs to the Matilda, to assist her in the required strength now necessitated by the larger ships coming to the port. The company maintains a regular towing service from Lake Superior to the Gulf, also on the rivers Ottawa and Richelieu. The company's quarters at Sorel comprise extensive docks and shipyard, boiler and machine shops, carpenter shop, coal docks, etc. During the past season the company has purchased the property on the west side of the Richelieu River, opposite their docks, and have constructed slips for the hauling out of vessels for repairs. The season's business has been satisfactory, owing to the tows being larger and the distance covered being greater than previous seasons. The line is one of the most valued accessories to the prosperity of our port, and the high standard of its efficiency maintained throughout the fleet is due to the executive ability of the president, Captain Geo. H. Matthews, who is ably assisted by Mr. F. Dupre, the vice-president and general manager.



GRAND TRUNK RAILWAY VICTORIA JUBILEE BRIDGE
OVER ST. LAWRENCE RIVER, MONTREAL.

LEYLAND LINE



THE FIRST-CLASS STEAMERS OF THE ABOVE
LINE WILL MAKE REGULAR SAILINGS BETWEEN

PORTLAND AND ANTWERP
IN WINTER
AND
MONTREAL AND LIVERPOOL
MONTREAL AND ANTWERP
IN SUMMER.

THROUGH BILLS OF LADING ISSUED TO
AND FROM ALL POINTS IN CANADA AND
THE UNITED STATES.

For rates of freight and other information apply to

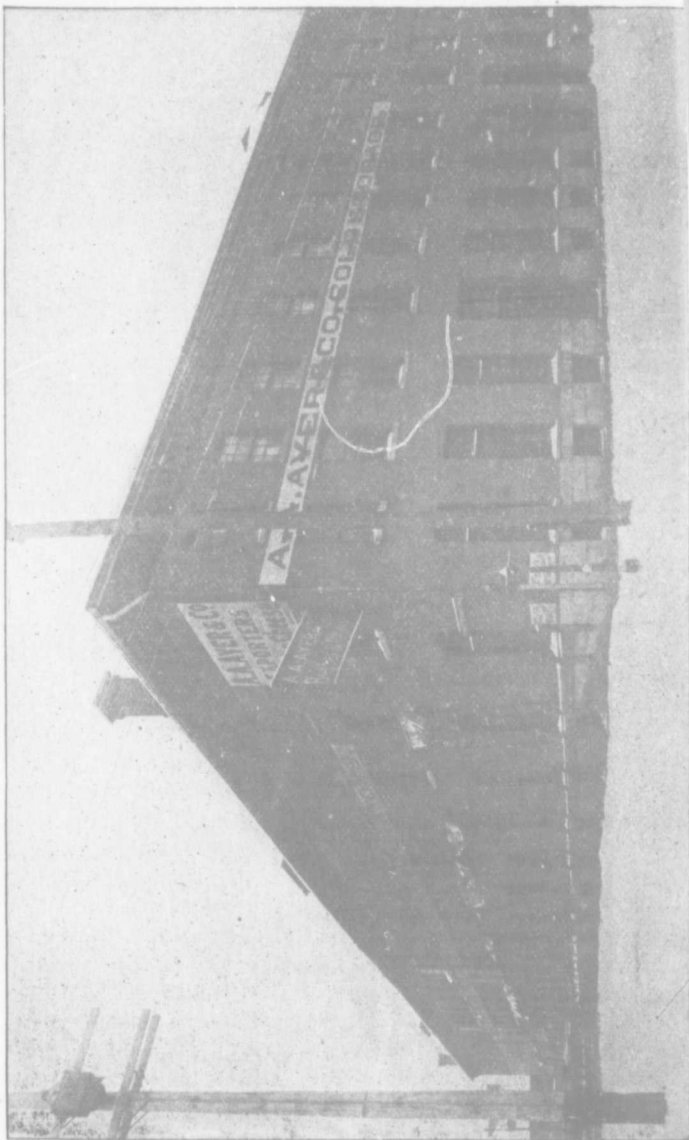
Fred'k. Leyland & Co., Ltd.

309 Board of Trade Building, MONTREAL.
AND
Commercial Street, PORTLAND, Me.

THE ENORMOUS CHEESE TRADE.

SEVERAL facts stand out prominently in a review of the export cheese trade for 1899, and perhaps the most striking is the manner in which Canadian producers maintained the volume of their output, contrasted with previous years. This is the more remarkable when it is considered that the drought during extended periods this season was most severe. Apparently, therefore, the extension of the business was sufficient to offset the shortage in the milk, and the result has been highly satisfactory this season, to Canadian makers. They have had the gratification of selling as much cheese as they did last year, the aggregate exports of the two years being almost the same, and also realizing \$1.40 per box more, on the average, than in 1898, for, if Canada was in the fortunate position of being able to supply the same quantity, other countries were not so lucky. The exports from the United States were so trifling as to be inappreciable in their bearing on the market, while the conditions in other dairy producing countries were exceptional. It is many years, in fact, since such unfavorable conditions for dairying existed, as prevailed throughout the greater part of the summer and fall in Denmark, Holland and France. Canadian farmers have reaped the benefit of this, in the shape of the highest average price that they have realized for several years. The net result of it all was an increase of \$2,000,000 in the returns to the farmers this year, as they realized \$14,698,000 odd for their 1,896,000 odd boxes, as against \$12,540,000 last year, for 1,900,000 boxes. There is no ground for complaint on this showing.

It is many years since the swing in prices was so great as they have been during the season just closed, the difference between the highest and lowest cost of the year being 5 1-4c per pound, a most unusual occurrence. This violent fluctuation makes a consideration of the extremely high prices, and their effect upon demand pertinent at present. It is the custom in England for the British housewife to get her cheese at 6d per pound, and it is the contention of the trade that when the cutting price there gets beyond this basis it checks consumption, as much as 25 per cent., according to some estimates. Now, with cheese costing all the way from 10 1-2c to 12c since the middle of August, it is easy to understand that dealers must have found



1
=

A. A. AYER.

J. M. McKERGOW

ESTABLISHED 1867

A. A. AYER & CO.,

EXPORTERS OF

BUTTER AND CHEESE

Cor. St. Henry and St. Paul Sts.,

MONTREAL.

We have by far the most extensive warehouse and refrigerators in the trade, and have every convenience for cool and rapid handling, as well as for Cold Storage of Cheese and Freezing of Butter.

All cheese are received and handled in cold rooms, thus insuring freedom from the hot and tasty lots which frequently spoil profits and stop free consumption.

Correspondence solicited. We give our personal attention to buying and to filling orders.

We are in touch with nearly every cheese factory and creamery in Canada.

Our Buyers are always in attendance at the principal markets, viz: Brockville, Belleville, Peterboro, Napanee, St. Hyacinthe, Cowansville, London, Ingersoll, as well as other small markets.

CANADIAN BRANCHES:

STRATFORD, LONDON, ONT., NAPANEE, BELLEVILLE,
BROCKVILLE, COWANSVILLE, P.Q., ST. HYACINTHE, P.Q.,
CHARLOTTETOWN, P.E.I.

HODGSON BROTHERS,



Exporters and

Commission Merchants

65, 67, 69 WILLIAM STREET



We are in direct communica-
tion with all the best
Manufacturers of both

BUTTER & CHEESE

throughout Canada.

**ALL ORDERS RECEIVE
OUR PERSONAL SUPERVISION AND
ATTENTION.**

CORRESPONDENCE SOLICITED,

• • • • •
OUR extensive Refrig-
erators are the Most
IMPROVED and of the best
modern plans for the Cool-
ing and Storing of Cheese,
and can be adapted to any
temperature requisite for
Butter.



LE,
),
S
it difficult to get cheese to retail at 6d. This explains the decided preference that has been shown since September for the cheaper descriptions of fall cheese, and the inability of holders of dear cheese in Montreal to get out at cost, let alone a profit up to the present time. Of course the prevalence of good times in England, and the fact that supplies were short from every country except Canada, has minimized this influence to a certain extent, though the problem is still partly unanswered, because consumers have not as yet been asked to purchase the extreme priced cheese. The bulk of these are being carried in Montreal, but from present indications holders have no serious reasons to doubt the value of their property, the fact that British importers have eagerly cleaned the market from week to week of cheap "fall ends" being interpreted to mean that they want supplies very badly, and will soon be compelled to turn their attention to the dearer stock. All information in regard to stocks in Great Britain tends to strengthen this assumption.

The establishment of the above ruling retail basis was an outcome of the introduction of the big provision companies in England. These concerns, with their 100 to 400 sheps, and their large capital, simply froze out the small firms to a great extent. That is, they bought during the recent years of low prices, put the cheese into cold store, and kept prices on as low a basis as 5d, to the detriment of the smaller traders. Nor did their low prices lead to any increase in consumption; for the few pence per pound saved by the housewife was diverted to the purchase of little luxuries. The nature of the export demand this year has made it plain that these big companies have not got the reserve supplies of low priced goods, and they cannot possibly go on selling cheese at 5d to 6d, if they have any consideration for its cost at points of production. For this reason it would seem that the smaller dealers in Great Britain have a chance this season, which they have not possessed during the past two or three years.

Naturally, every season, a good deal is said in regard to the speculative exporter and his influence. As a rule, however, the shippers at Montreal or elsewhere, have become the simple medium between the producer in Canada and the buyers in Great Britain. On the average their margin for handling cheese is 1-8c per lb., so that they are only interested in having a steady mar-

D. A. McPHERSON & CO.

EXPORTERS

OF

BUTTER

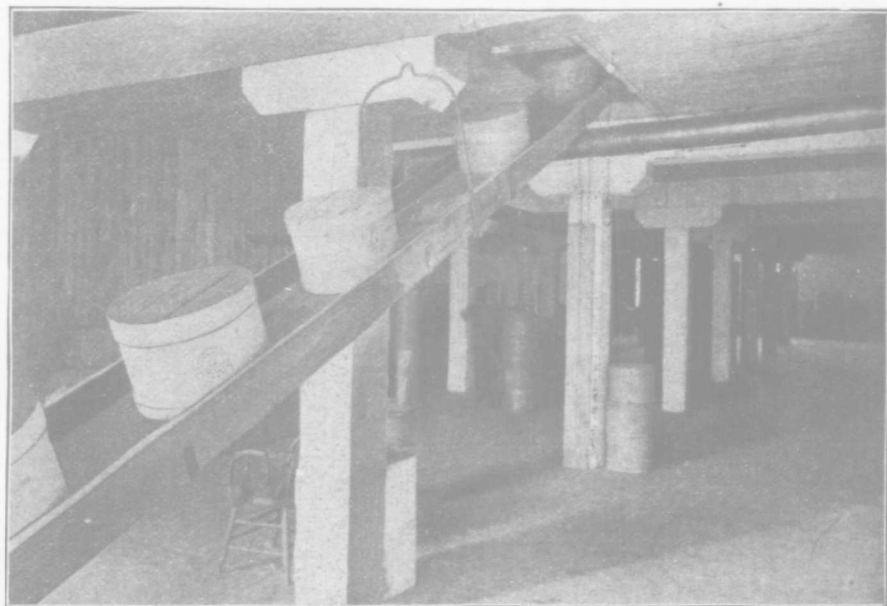
AND

CHEESE



71 William St.,

MONTREAL.



ket, in order to have a fair chance of profit. This season the fluctuation was so violent, as much as 3c in a single month, that their portion has been no bed of roses. On the whole, however, they must have closed the season on the right side. There have been exceptions, but there always are every season. The aggregate value of the turnover is roughly estimated in the vicinity of \$14,698,000, and they still have on hand about 150,000 boxes, valued all the way from \$1,000,000 to \$1,250,000. Practically all the cheese have been taken out of first hands, except the factories west of Toronto, where the producers still retain a considerable portion of their fall makes, possibly about 70,000. Whether they would not have made more by accepting the top prices ruling this fall is a question, but if they can afford to carry them long enough, there is a chance that they will realize more money than if they had sold earlier. As a rule, however, such a course is a risky one for factorymen to follow. Compared with previous years the results of the past season are:—

	Quantity.	Cost price per box.	Spot price per box.	Cost value.	Spot value.
1899.....	1,896,496	\$7.75	\$8.00	\$14,698,000	\$15,171,968
1898.....	1,900,000	6.35	6.60	12,065,000	12,540,000
1897.....	1,402,985	6.75	7.00	14,195,000	14,720,000
1896.....	1,726,226	6.75	7.00	11,605,000	12,083,000

The course of events in the country have been highly sensational, especially in regard to the fluctuation in values, and the frequent ups and downs that the market has had. The most exciting period was during August, when the cost price ranged all the way from 9½c to 12c per pound. Another circumstance also calls for mention, viz., that the factorymen west of Toronto who, in past years have realized the banner prices, have had to be content again this year, as last, with ¼c to ½c per pound less than their brethren in Eastern Ontario, the Ottawa Valley, and the Eastern Townships. The inference is, as was pointed out last year, that British buyers want a richer cheese, with a softer body, than the old-fashioned firm keeping cheese, for which the Ingersoll district used to be famous, and are willing to pay more for it. During May the average cost was about 1½c per pound more than in 1898, the price gradually falling from 9½c to 8c. In the first week of June prices receded still further to 7½c to 7¾c, but they did not remain at this low level long, almost

ALFRED J. BRICE

Butter and Cheese Exporter

12 St. Peter Street,

MONTREAL

Co-Operative Wholesale Society,

LIMITED

**PRODUCE, PROVISION, WHEAT
AND LEATHER EXPORTERS**

Central Offices :

1-BALLOON STREET,
MANCHESTER.

36 ST. PETER STREET,
MONTREAL.

A. C. WIELAND, Representative.



:0:

BRANCHES AND BUYING DEPOTS :

Newcastle-on-Tyne.	Copenhagen, Denmark
London.	Aarhus, Denmark.
Bristol.	Hamburg, Germany.
Northampton.	Gothenburg, Sweden.
Cardiff.	Armagh, Ireland.
Liverpool.	Cork, "
New York, U.S.A.	Limerick "
Sydney.	Australia.

PRODUCTIVE WORKS :

Leicester, Boots and Shoes.
W. Hartlepool, Lard Refinery.
Crumpsall, Biscuits and Sweets.
Batley, Woolens and Worsteds.
London, Cocoa and Chocolate.
Heckmondwike, Boots and Shoes.
Middleton, Preserves.
Manchester, Furniture.
Manchester Tobacco Works.
Dunstan, Flour.
Irlam, Soap.

ESTABLISHED 1864.

immediately recovering to $8\frac{3}{4}c$, working around that figure for the balance of the month. This showed an advance of $\frac{3}{4}c$ on the corresponding range last year. There was a regular upturn in July and factorymen during this month got $2c$ more than in 1898. The upward tendency continued during August, until the difference between the current and the previous season was $3c$ per pound, prices having their extreme swing in this one month. During September the excitement continued, the advance failing to check the buying, and factorymen in this month also got $3c$ per pound more than in September 1898, the extreme price of the year, $12\frac{3}{4}c$ per pound, being realized on the Cowansville market for a lot of 1,300 boxes. The future course of values showed clearly that the market had been keyed up too high, for prices steadily fell off from $12c$ to $10\frac{1}{4}c$ to $10\frac{1}{2}c$. In the last half of the month, however, the bulls again took hold of the market, advancing the cost price once more to $12c$. The last four or five days of September witnessed a second break in values, and it was continued during the early portion of October, bids falling to $10\frac{1}{2}c$ to $11c$. At this level factorymen refused to sell, and there was a stand-off, but in November they gradually parted with their first half October make at $11c$ to $11\frac{1}{4}c$, realizing on the average $2\frac{1}{2}c$ per pound more in October this year than last. With the appearance of November "fall ends," prices receded still further to $10\frac{1}{4}c$ to $10\frac{1}{2}c$, and the difference between 1899 and 1898 was reduced to $1\frac{3}{4}c$ per pound. The table will show the course of prices in the different months:—

	1899.		1898.		1897.		1896.		1895.		1894.	
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
May.....	c. 9 $\frac{1}{2}$	c. 8 $\frac{1}{2}$	c. 8 $\frac{1}{2}$	c. 8	c. 10	c. 8 $\frac{1}{2}$	c. 7 $\frac{3}{4}$	c. 6 $\frac{1}{2}$	c. 7 $\frac{1}{2}$	c. 6 $\frac{1}{2}$	c. 19 $\frac{1}{2}$	c. 9 $\frac{1}{2}$
	E. 9 $\frac{1}{2}$	E. 8	E. 8	E. 7	E. 8 $\frac{1}{2}$	E. 8	E. 7 $\frac{3}{4}$	E. 6 $\frac{1}{2}$	E. 7 $\frac{1}{2}$	E. 6	E. 10 $\frac{1}{2}$	E. 9
June.....	W. 8 $\frac{3}{4}$	W. 8	W. 8	W. 8	W. 8 $\frac{1}{2}$	W. 8	W. 7 $\frac{3}{4}$	W. 6 $\frac{1}{2}$	W. 8 $\frac{1}{2}$	W. 7 $\frac{1}{2}$	W. 9 $\frac{1}{2}$	W. 8 $\frac{1}{2}$
	E. 8 $\frac{3}{4}$	E. 7 $\frac{1}{2}$	E. 7 $\frac{1}{2}$	E. 7	E. 8 $\frac{1}{2}$	E. 8	E. 7 $\frac{1}{2}$	E. 6 $\frac{1}{2}$	E. 8 $\frac{1}{2}$	E. 7	E. 9 $\frac{1}{2}$	E. 8 $\frac{1}{2}$
July.....	W. 9 $\frac{1}{2}$	W. 8 $\frac{1}{2}$	W. 7 $\frac{3}{4}$	W. 7	W. 8 $\frac{1}{2}$	W. 7	W. 7	W. 6	W. 8 $\frac{1}{2}$	W. 7 $\frac{1}{2}$	W. 9 $\frac{1}{2}$	W. 9
	E. 9 $\frac{1}{2}$	E. 8 $\frac{1}{2}$	E. 7 $\frac{3}{4}$	E. 7	E. 8 $\frac{1}{2}$	E. 7	E. 6 $\frac{1}{2}$	E. 6	E. 8 $\frac{1}{2}$	E. 7 $\frac{1}{2}$	E. 9 $\frac{1}{2}$	E. 9
August....	W. 12	W. 9 $\frac{1}{2}$	W. 8	W. 7	W. 10 $\frac{1}{2}$	W. 8	W. 7	W. 6	W. 8 $\frac{1}{2}$	W. 7 $\frac{1}{2}$	W. 10 $\frac{1}{2}$	W. 9 $\frac{1}{2}$
	E. 10 $\frac{1}{2}$	E. 9 $\frac{1}{2}$	E. 7 $\frac{3}{4}$	E. 7	E. 9 $\frac{1}{2}$	E. 7	E. 6 $\frac{1}{2}$	E. 6	E. 8 $\frac{1}{2}$	E. 7 $\frac{1}{2}$	E. 10 $\frac{1}{2}$	E. 9 $\frac{1}{2}$
September	W. 12 $\frac{3}{4}$	W. 10 $\frac{1}{2}$	W. 9	W. 8	W. 9 $\frac{1}{2}$	W. 9	W. 9	W. 8	W. 8 $\frac{1}{2}$	W. 7 $\frac{1}{2}$	W. 11	W. 10 $\frac{1}{2}$
	E. 12	E. 10 $\frac{1}{2}$	E. 9	E. 8	E. 9 $\frac{1}{2}$	E. 9	E. 8	E. 8	E. 8 $\frac{1}{2}$	E. 7 $\frac{1}{2}$	E. 11	E. 10 $\frac{1}{2}$
October...	W. 11 $\frac{1}{2}$	W. 11	W. 9	W. 8	W. 9 $\frac{1}{2}$	W. 8	W. 10 $\frac{1}{2}$	W. 10	W. 9 $\frac{1}{2}$	W. 11	W. 10	W. 9 $\frac{1}{2}$
	E. 11 $\frac{1}{2}$	E. 10 $\frac{1}{2}$	E. 9	E. 8	E. 9 $\frac{1}{2}$	E. 8	E. 10 $\frac{1}{2}$	E. 9 $\frac{1}{2}$	E. 9 $\frac{1}{2}$	E. 11	E. 10	E. 9 $\frac{1}{2}$
November	W. 15 $\frac{1}{2}$	W. 10 $\frac{1}{2}$	W. 9 $\frac{1}{2}$	W. 8 $\frac{1}{2}$	W. 8 $\frac{1}{2}$	W. 8	W. 10	W. 9 $\frac{1}{2}$	W. 9 $\frac{1}{2}$	W. 7 $\frac{1}{2}$	W. 10	W. 9 $\frac{1}{2}$
	E. 10 $\frac{1}{2}$	E. 10 $\frac{1}{2}$	E. 9 $\frac{1}{2}$	E. 8 $\frac{1}{2}$	E. 8	E. 7	E. 9 $\frac{1}{2}$	E. 9 $\frac{1}{2}$	E. 9	E. 7 $\frac{1}{2}$	E. 10 $\frac{1}{2}$	E. 9 $\frac{1}{2}$

Cable, "ALEXANDER" Montreal.

JAS. ALEXANDER.

... EXPORTER OF ...

BUTTER

— AND —

CHEESE

ALSO DEALER IN —

CHEESE FACTORY SUPPLIES

600 TO 602 ST. PAUL ST.
MONTREAL.

Telephone 1263

Established 1880

P. O. Box 2321

Alexander W. Grant

33 to 37 William Street, **MONTREAL**

Exporter of

**Butter
and Cheese**

And at "New York Mercantile Exchange," 2 to
6 Harrison St., NEW YORK.

The Liverpool cable quotations demonstrate that the increased cost in Canada had a corresponding effect in England. In fact one has to go back to 1894 to get a cable price of the same altitude, and in that year it is notable that the relative parity between the Canadian price and the Liverpool official quotations was not as consistently maintained as in the present year. This was due to the fact that prices opened too high, and there were large accumulations of old cheese to be got rid of. There were none this spring, and it now looks also as if the season of 1900 would open up with clean shelves. The table range was as follows:—

	1899.		1898.		1897.		1896.		1895.		1894.	
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
May.....	52 6	49	44 0	35 6	53 6	46 0	45 0	42 6	46 6	40	56 6	52 6
June.....	49 6	42	35 6	35 6	46 0	42 6	42 6	35 0	46 6	42	51 6	44 6
July.....	45 6	42	37 6	35 6	42 6	39 6	35 0	34 0	38 6	37 6	45 6	44 6
August....	53 0	42	38 6	37 6	45 0	39 6	42 6	35 0	38 6	38	49 6	45 6
September..	56 0	53	42 0	42 0	45 0	45 0	44 0	40 0	38 0	37	51 6	49
October....	56 0	54 6	42 0	42 0	45 0	44 6	51 0	44 0	45 0	38	50 6	48 6
November...	58 0	54 6	44 0	45 6	44 6	43 0	51 0	51 0	46 6	45	51 0	48 6

Marine Insurance

JAMES J. RILEY & SONS

BOARD OF TRADE BUILDING, MONTREAL

CANADIAN AGENTS FOR ..

INDEMNITY MUTUAL MARINE ASSURANCE CO., OF LONDON

....The oldest marine insurance office in Great Britain.

THE MANNHEIM INS. CO., OF MANNHEIM

....The largest marine insurance company on the Continent of Europe.

≡ LIVE Stock, Cheese, Butter, Grain, Flour, Eggs, and all classes of goods insured at lowest current rates.

Losses made payable at all principal places in the world.

Policies issued covering against "All Risks."

P. W. McLAGAN

EXPORTER

CHEESE, BUTTER.

EGGS.

2 St. Peter Street,

MONTREAL.

Robert Hampson & Son

Marine
and
Fire **I**nsurance

MONTREAL.

Cable Address, BROOMFIELD.

There have been some changes in the relative standing of the different firms as regards the volume of their individual exports, but with few exceptions every operator in the trade has handled more cheese than last year. Several new firms will also be noted in the record, these being recruited from other centres, New York and elsewhere, showing that Montreal is the export centre of this continent. The percentage of the trade handled by the Montreal houses this year is greater also than last year, as the through shipments have fallen off very materially, contrasted with last year's business on this account. Particulars in detail follow :

	1899 Bxs.	1898 Bxs.	1897 Bxs.	1896 Bxs.	1895 Bxs.	1894 Bxs.
Hodgson Bros.....	260,128	178,769	235,611	202,903	228,600	181,684
A. A. Ayer & C.....	252,384	226,475	282,322	256,788	201,111	283,052
A. W. Grant.....	190,456	160,461	212,768	172,002	166,786	152,942
Lavell & Christmas...	125,056	58,592				
Jas. Alexander.....	109,493	90,032	106,336	90,805	64,403	64,015
P. W. McLagan.....	83,119	58,678	62,390	57,291	60,834	49,918
Co-operative Co.....	81,748	66,619	78,075	66,354	51,900	
D. A. McPherson & Co.	66,616	68,035	101,518	46,103	63,712	81,748
F. Fowler.....	60,521	30,473	28,191			
W. Ware & Son.....	47,578	29,030				
A. D. McGillis.....	40,672					
Duckett, Hodge & Co.	35,379	30,274	48,443	43,426	52,964	66,167
M. J. Farrel.....	25,720	58,371	31,461	12,241		
A. J. Brice.....	22,810	14,424	26,285	36,461	43,080	27,721
Yost & Co.....	18,750	48,979	16,764			
Jno. Orpe.....	13,798					
A. A. Davis.....	10,016					
W. A. Johnson.....	8,912					
A. Froemcke.....	8,300					
Jos. Kirkpatrick.....	5,985	13,654	21,341	27,776	29,814	35,826
Croil & McCulloch....	5,775	4,000				
Hibbard & Arthur.....	4,328					
Laing P. & P. Co.....	3,889					
E. A. Brice.....	3,761					
D. Muir.....	1,993					
G. Wait.....	798	2,804	1,953	884		
Sundry.....	12,655	307,151	173,452	120,982	153,532	199,028
Total local.....	1,504,562	1,442,560	1,597,188	1,218,957	1,280,757	1,342,120
Through freight.....	391,934	446,225	505,847	407,769	439,999	370,595
Grand Total.....	1,896,496	1,888,785	2,102,985	1,726,726	1,710,756	1,712,715

London remains the largest purchaser of Canadian cheese, Bristol, Liverpool, Glasgow and Newcastle following in the order named. Last year Liverpool headed Bristol, but this year the port on the Avon tops the great Lancashire centre by 20,000

Cable Address, "AFFABILIS"

YOST & COMPANY

EXPORTERS OF

CHEESE AND BUTTER

586 ST. PAUL ST., MONTREAL

—ALSO AT—

GREEN BAY, WISCONSIN.



A CREAMERY AT MOOSOMIN, ASSINIBOIA, N.-W.T., CANADA.

FREDERICK FOWLER

Butter and Cheese Exporter

COMMISSION MERCHANT

584 ST. PAUL STREET - - MONTREAL.

od
Al
we
to
th:
80'

Lo
Br
Li
Gh
Ne
Ca
Le
Ma
Be
At
Ht
Ha
Du
Du

na
ste
see
be!

Elc
All
R.
Do
Jol
Fu
He
Le.
Be
Su

odd boxes. Manchester took more cheese this year, but Belfast, Aberdeen and Dublin were much smaller customers than they were in previous seasons. A small lot of 1,307 cheese were sent to Hamburg. This is the first shipment of Canadian cheese that has ever been made direct to the continent, though no doubt some has gone from Great Britain. The detailed figures are:—

	1899.	1898.	1897.	1896.	1895.	1894.
	Bxs.	Bxs.	Bxs.	Bxs.	Bxs.	Bxs.
London	747,010	651,998	850,846	757,745	661,055	661,664
Bristol	487,476	447,644	546,689	437,735	338,901	536,925
Liverpool	426,364	540,610	417,175	392,103	546,258	379,798
Glasgow	70,013	84,879	142,224	99,032	107,102	99,124
Newcastle	39,749	55,911	57,451	7,903	24,212	.....
Cardiff	33,464	.....	4,136	.....	4,281	.....
Leith	32,633	34,940	37,834	9,825	.....	.....
Manchester	39,213	33,976	7,611	2,326	.....	.....
Belfast	12,565	27,347	12,315	15,263	18,580	7,627
Aberdeen	6,112	9,774	12,777	1,610	13,098	.....
Hull .....	.....	.....	4,355	.....	.....	.....
Hamburg	1,307	.....	.....	.....	.....	.....
Dublin	590	1,712	404	.....	.....	.....
Dundee .....	.....	.....	4,012	2,684	4,281	7,577
	1,896,496	1,888,785	2,102,985	1,726,726	1,710,756	1,712,715

The cheese was carried by the following lines in the order named, the Elder-Dempster leading, while the Allan and the steamers represented by Reford & Co. ran a very close race for second place. The Beaver line does not figure in this year's list, being included in the Elder-Dempster total. The figures are:—

	1899 Boxes.	1898 Boxes.	1897 Boxes.	1896 Boxes.	1895 Boxes.	1884 Boxes.
Elder-Dempster	718,140	558,483	752,902	636,616	571,195	.....
Allan	451,370	406,787	577,541	548,312	538,808	613,405
R. Reford & Co.	438,905	446,607	474,069	239,028	281,649	493,562
Dominion	149,358	195,688	133,133	152,029	171,035	457,852
Johnston	76,756	133,129	80,732	61,519	118,621	53,729
Furness	39,213	24,266	.....	.....	.....	.....
Head	12,811	18,959	12,127	14,449	12,850	5,193
Leyland	10,933	.....	.....	.....	.....	.....
Beaver .....	.....	100,866	65,597	69,738	66,931	79,911
Sundry .....	.....	.....	16,624	5,525	9,576	9,060
Total	1,796,496	1,888,785	2,102,985	1,726,726	1,710,756	1,712,715

LISTER'S
"ALEXANDRA"

FACTORY
CREAM SEPARATORS

ENTIRELY RE-MODELLED

HAVE NO EQUAL FOR SIMPLICITY, DURABILITY,
AND CLEAN SKIMMING.

PLEASE NOTE.—Our Belt Power Machines are now provided with Cast Iron Foundation Plate and Belt Tightener, as shown on illustration, an attachment provided with no other separator.

WE ARE MANUFACTURERS OF

Milk and Cream
Pasteurizers,
Centrifugal
And Rotary Milk
Pumps,
Butter Moulders
And Babcock
Testers.



Butter Workers,
Churns, Vats,
Tin Goods
Of every
Description for
The Butter and
Cheese Factory
Dealers in
Supplies.

Separators sent on FREE TRIAL. Guaranteed to give satisfaction.
Send for Price Lists and full particulars to

R. A. LISTER & CO'Y, L^{TD.} DAIRY
ENGINEERS,
579 and 581 St. Paul Street, MONTREAL, P.Q.

OUR INCREASING BUTTER EXPORTS

THE expansion in the Canadian export butter trade was even more remarkable this year than last, the increase in quantity being almost fifty per cent., while the increased returns to the producer are also nearly 25 per cent. more than they were last year. There is the satisfaction, therefore, that the advance in prices this year has not been checked by the increase in the volume of the output. Compared with the year 1894, when the cold storage was first introduced, the gain in exports has been almost 80 per cent. In fact, the increased attention that Canadian producers have paid to butter during the past two years has diverted sufficient milk from cheese to seriously influence the price of the latter, but it is safe to assume that if the farmers continue to expand their operations in butter they need never go back to 7c cheese. An increase of 10 per cent. in the production of cheese, it is figured, will cause prices to go off at least 1c to 2c per pound. On the other hand an increase of 50 per cent. in the production of butter will not vary prices over 1c per pound. This is easily understood, when the respective imports of butter and cheese into Great Britain are compared, the former exceeding the latter last year by over one million cwts. The conclusion for our farmers is obvious to continue increasing their output of butter, even if temporarily the return may not be as profitable as in the case of cheese, and the results of the current season constitute a strong argument in favor of this contention.

The high prices prevailing in the British market, which were higher than in any year since 1882, have been largely responsible for the enormous increase in our butter exports this season; but the greatly improved quality of the Canadian product has also been no inconsiderable factor. The great rise in value witnessed during July was due to the exceptional shortage in the European supply, caused by the hot weather, which destroyed pastures in the west and northwest of Europe. While this has been unfortunate for the Danish, Dutch, and French farmers, it has been our gain, for Great Britain has been abso-

CABLE ADDRESS: "FROEMCKE" MONTREAL.

ALFRED C. H. FROEMCKE,
EXPORTER OF
CHEESE, BUTTER, ETC.

36 St. Peter Street, - Montreal.

TELEPHONE MAIN No. 1328.



Black Creek Cheese and Butter Factory.

J. J. KIRKPATRICK,
EXPORTER OF
BUTTER AND CHEESE.

22 & 24 WILLIAM ST.,

← **Montreal.**

lutely forced into increasing her imports from this continent, the bulk of her supply during July, August and September being obtained in Canada. In fact, the Canadian receipts up to the end of September nearly equalled Danish, and if Canadian butter, having once gained this foothold, only maintains its high grade of quality, there is no reason that it should ever lose it again, but rather that should be increased. Manchester firms this season practically withdrew from the Danish trade, and that the Danes felt this competition keenly was shown during the latter part of October, when they cut their prices in a single fortnight 30s per cwt. This action on their part shows what lengths they are prepared to go to retain the English market, and Canadian producers will have to meet the keenest kind of competition if they want to retain the trade.

It is an axiom in the produce trade also that when butter gets beyond a cost where it can't be retailed to the British housewife at 1s per pound that consumption falls off. This year the rule did not apply with the same force on account of the special conditions in Europe, but because they averaged ever 19c per pound this year, Canadian producers must not think that they can do so as a general rule. In fact, the best authorities in the trade contend that at 18c there is a fair return to the maker, and that this cost permits Canadian butter to meet other competitors on a safe basis in the British markets.

Contrasting this year's exports with last, the showing is satisfactory. In round figures, 451,050 pkgs. of Canadian butter were shipped to England, and the price has averaged \$1 per pkg. more than in 1898. Taking this as the basis, the revenue from butter was \$5,998,000, an increase of \$2,000,000 odd, as against a gain last year of only \$610,000. This is certainly a most remarkable showing. The seasons figures in detail are:

	Quantity...	Cost price per pkg...	Spot price per pkg...	Spot value.	Cost value
1899.....	451,050	\$13.30	\$13.55	\$6,111,000	\$5,998,000
1898.....	270,000	12.25	12.50	4,375,000	3,307,500
1897.....	220,000	12.00	12.25	3,752,000	2,697,000
1896.....	157,321	12.25	12.50	1,928,000	1,890,000

JOHN ORPE,
EXPORTER
BUTTER and CHEESE.

First-Class Storage and Refrigerator Warehouse.

43 WILLIAM STREET,

MONTREAL.

And at

167 CHAMBERS ST.,

NEW YORK.

ERNEST A. BRICE



Butter and
Cheese
Exporter.



34 St. Peter Street,
MONTREAL.



Cable Address, "ERNEST."

WILLIAM NIVIN



Butter and
Cheese
Exporter . .



47 WILLIAM STREET,
MONTREAL.

The range each month throughout the year was higher than 1898. The highest price of the season was paid in September, when 24c. was realized. One has to go back to the year 1894, before coming across a similar figure, and then it was not in the fall, but on stock that had been carried through the winter months, which, of course, made its cost all the more. The low level was during June and July, when 17½c. was the price. In May the price averaged 1½c. more than in May, 1898, in June, 1c., in July, 1¼c., and in August and September 3c. per pound above the same months in 1898. In October the difference was only 1½c., and in November it had fallen to 1c. per pound. The figures in detail follow:—

	1899		1898		1897		1896		1895		1894	
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
May.....	19	17½	17	16½	16½	15½	16	14½	16	14	24	18
June.....	18	17½	17	16½	17½	16½	16½	16	15½	14	20	18
July.....	20	18	17	16½	17½	17½	17	16	18	15½	20	18½
August.....	22	20	18½	17½	20½	17½	19	16½	18	17½	19	18½
September.....	24	22	21	18	20	19	19	18	18	17	20½	18½
October.....	23	19	21	18½	19	18½	20	19	23	18	21	20½
November.....	19	19	20	18½	18½	18	20	19	24	22	20½	20½

J. B. CLEARIHUE, Pres.

JOHN DILLON, Vice-Pres

⊙ Cold Air
Circulation

Cold Storage
for

**Butter,
Cheese,
Eggs, etc.**



⊙ Perfect
Ventilation

Cold Storage
for

**Fruit,
Poultry,
Meat, etc.**

OFFICE AND STORES CORNER OF

GREY NUN AND WILLIAM STREETS

Centre of Provision and Fruit Trade.

Tel. Main 3146.

O. M. GOULD, Manager.

Lovell AND Christmas, Limited.

London, Manchester & Montreal.

Provision Merchants & Commission Agents

61-63 William Street,

BANKERS:

Robarts, Lubbock & Co., London, E.C.
London & Midland Bank, Manchester.
Bank of Montreal, Montreal, Can.

Montreal.

W. T. WARE,
Manager.

Croil & McCullough, Dairy Co. Limited.

Manufacturers and Exporters

**HIGH CLASS
CREAMERY BUTTER.**

614 St. Paul Street, - Montreal.

to
in
in
lie
ce
pe

A.
Cr
H
A.
A.
Ja
A.
Jn
P.
W
W
D.
Hi
G.
Co
M
A.
Lo
Y
C.
E.
A.
W
Hi
Jo
Be
Du
Su

su

With the expansion in the export butter trade, produce operators have naturally been extending their individual operations in this line, and almost every firm in the trade have largely increased their turnover. The five firms who head the appended list, have, as will be noted, handled practically seventy-five per cent. of the business. A. A. Ayer & Co. leading over any competitor by a considerable margin. The figures are:—

	1899 Pkgs.	1898 Pkgs.	1897 Pkgs.	1896 Pkgs.	1895 Pkgs.	1894 Pkgs.
A. A. Ayer & Co.....	87,559	61,635	48,002	65,518	33,204	12,474
Croil & McCulloch.....	29,151	29,262	17,260			
Hodgson Bros.....	26,013	15,612	10,990	5,621	1,570	109
A. J. Brice.....	25,663	23,646	9,816	14,561	9,841	4,578
A. W. Grant.....	23,964	14,830	4,350	6,321	4,727	852
Jas. Alexander.....	24,525	14,817	4,142	1,896	1,324	252
A. D. McGillis.....	19,340					
Jno. Orpe.....	17,800					
P. W. McLagan.....	16,985	12,785	4,108	6,255	1,693	259
Wm. Nivin.....	15,588	10,832	8,818	12,330	7,206	3,719
W. Ware & Son.....	15,272	518				
D. A. McPherson & Co..	13,093	11,071	3,593	2,976	53	950
Hibbard & Arthur.....	9,821					
G. Wait & Co.....	8,143	5,459	6,862	2,832		
Co-Operative Co.....	7,363	1,910	628	75	30	
Miller & Riley, Ltd	5,935					
A. Froemcke.....	5,920					
Lovell & Christmas.....	5,346	682				
Yost & Co.....	4,334	8,974	220			
C. Langlois.....	3,821					
E. A. Brice.....	3,110					
A. J. Dickey.....	1,786					
W. Meldrum & Co.....	1,613					
Hislop & Hunter.....	1,501					
Jos. Kirkpatrick.....	1,448	615	1,094	2,019	435	67
Bell, Simpson.....	1,309					
Duckett & Hodge.....	608	899	1,940	1,368	763	400
Sundry.....	5,584	31,477	1,008			
Total local.....	363,320	243,001	124,313	118,939	657,746	23,660
Through freight.....	87,730	35,921	100,955	38,382	3,908	8,405
Grand total.....	451,050	278,922	225,268	157,321	69,654	32,065

The Gazette,

The only English Daily
Morning Paper in Montreal.

THE REPORTS of the Cheese,
Butter, Egg, Apple, Grain,
Flour, Lumber and Live Stock
Markets, Canadian, British and
United States, are the fullest and
most reliable printed in Canada.

SUBSCRIPTION, - - \$6.00 A YEAR.

**PUREST AND BEST
FOR BUTTER OR CHEESE**

Windsor Salt

ABSOLUTELY WITHOUT AN EQUAL
Can be had from the leading Butter and Cheese
Exporters.



FARMERS' FRIEND CHEESE FACTORY, WILTON, ONT.

Bristol still continued to be our leading customer for butter but Liverpool this season took second place from London, as destination for Canadian butter. The ports stand in the following order :—

	1899 Pkgs.	1898 Pkgs.	1897 Pkgs.	1896 Pkgs.	1895 Pkgs.	1894 Pkgs.
Bristol.....	158,210	118,219	116,397	104,981	45,815	24,873
Liverpool.....	105,864	48,857	35,705	17,112	9,277	2,252
London.....	105,135	80,910	53,684	16,776	3,129	995
Glasgow.....	43,847	18,317	16,821	17,571	10,827	3,562
Newcastle.....	7,400	780	565	87	120	.....
Aberdeen.....	741	1,468	559	646	496	383
Leith.....	406	137	425	78	120	.....
Antwerp.....	204	.....	.....	.....	.....	.....
Manchester.....	29,242	8,860	13	70	.....	.....
Hamburg.....	.....	1,574	1,007	.....	.....	.....
Dublin.....	.....	.....	42	.....	120	.....
Total.....	451,050	278,922	225,268	157,321	69,654	32,065

The bulk of the butter was conveyed to its destination this year by the Elder-Dempster, R. Reford & Co., and the Allan steamers. The details follow :—

	1899 Pkgs.	1898 Pkgs.	1897 Pkgs.	1896 Pkgs.	1895 Pkgs.	1894 Pkgs.
Elder-Dempster.....	145,439	123,918	116,397	100,407	45,815	.....
R. Reford & Co.....	109,107	62,207	50,259	9,480	2,572	17,615
Allan.....	193,680	64,952	34,507	33,942	19,594	4,269
Furness.....	29,242	6,062	.....	.....	.....	.....
Dominion.....	26,878	5,493	15,878	11,511	269	9,420
Johnston.....	23,284	.....	.....	.....	.....	.....
Leyland.....	13,420	.....	.....	.....	.....	.....
Beaver.....	.....	11,013	126	722	733	227
Hamburg-American.....	.....	1,177	.....	.....	.....	.....
Sundry.....	.....	100	1,085	1,259	681	528
Total.....	451,050	278,922	225,268	157,321	69,654	32,065

THE QUEBEC COLD STORAGE AND WAREHOUSE COMPANY

POINTE A CARCY WHARF

HON. R. R. DOBELL, President.
VICTOR CHATEAUVERT, Vice-President.

COLD AIR
CIRCULATION.



PERFECT
VENTILATION.



COLD STORAGE FOR BUTTER, CHEESE EGGS, FRUIT, POULTRY
MEAT, ETC., ETC.

ALSO STORAGE FOR FLOUR, SALT,
GRAIN, PORK, MOLASSES, PULP AND
OTHER MERCHANDISE : : : : :

THE C. P. Railway tracks run right alongside the stores, which are situated at the edge of the extensive deep water wharf, 800 feet long with a depth of 30 feet at low water, on the River St. Lawrence, and Louise Dock thus affording the greatest facilities for shipping by ocean steamers.

Arrangements will be made for next season that steamers with cold storage will call at the wharf to load produce for shipment to Great Britain.

TELEPHONE 208.
P. O. ADDRESS, BOX 280,
Quebec, Canada.

FRED. C. WÜRTELE,
SECRETARY

PROF. ROBERTSON ON COLD STORAGE

THE Professor dealt with the question recently as follows. "There has been a great and gratifying growth in the business of exporting butter since cold storage for its safe carriage has been provided. The growth has been not only in the quantity of butter handled, but also in the relative place occupied in the markets of Great Britain by the Canadian article. A few years ago most of the Canadian butter was only third or fourth rate quality, when it was delivered in Great Britain. During the past season, as the exporters in Montreal know, Canadian butter has taken a place second only to the finest Danish butter, and it is fast gaining on it. On Saturday Mr. Cleeve, member of the firm of Cleeve Brothers, who carry on a very large dairy business in Ireland, but who himself is a Canadian from the Province of Quebec, said that Canadian butter was now recognized by the trade in Great Britain as a butter which had won its way on its merit, to nearly the very front during the last few years.

"Canadian butter used to be quoted at from ten to fifteen shillings under Australian; this year it has been selling for higher prices in the same markets.

"The following table shows the growth of the butter trade from the port of Montreal; it also shows how the growth has been coincident with the improvement and extension of cold storage:—

Butter shipped from Montreal during period of navigation:—
1894, 32,055 packages; no cold storage.

1895, 65,664 packages; ice cold storage on steamships, and refrigerator car service railways.

1896, 157,321 packages; same as in 1895.

1897, 220,200 packages; mechanical refrigeration on steamships, refrigerator car service railways; bonus to cold storage at creameries.

1898, 278,922 packages; extension of above.

1899, (to November 11) 444,376 packages; extension of above.

"Fourteen times as much in 1899 as in 1894.

THE GREAT NORTH-WESTERN

TELEGRAPH CO.

EXECUTIVE OFFICERS:

H. P. DWIGHT, *President and General Manager.*

GEO. D. PERRY, *Secretary and Auditor.*

ARTHUR COX, *Treasurer and Supt. of Supplies.*

**The largest and
Most Complete
System in Canada**



**45,000 MILES OF WIRE,
1,900 OFFICES.**

The aim of this Company is PROMPT and EFFECTIVE service. It reaches all points of importance in Canada, and has unrivalled connection with Rossland, and the Great Kootenay Mining District of British Columbia, also to principal points in Yukon District.

Exclusive Connection with the Western
Union Telegraph Company. The largest
Telegraph System in Existence.

800,000 MILES OF WIRE.

21,000 OFFICES.

— AND —

With the Western Union, Anglo-American, and Direct United States Cable Companies. Direct Communication with Germany and France and Cables of the Mexican, the Central and South American Telegraph Companies.

"The cold storage on steamships from Canada began in 1895 with insulated chambers, cooled by the use of ice. That was continued during the season of 1896. In 1897 mechanical refrigeration was fitted into the steamships by the foremost refrigeration engineers in Great Britain. The Department of Agriculture arranged with various companies to provide mechanical refrigeration on 21 ocean steamships sailing from Canadian ports to ports in Great Britain. Each of these steamships is fitted with the most modern and effective machinery. They gave regular sailings during the summer season to five British ports, viz., London, Bristol, Liverpool, Manchester and Glasgow. These steamers have a total cold storage capacity of something over 100,000 packages of butter. Two of them sail from St. John and Halifax during the summer, and two other lines from these ports provide cold storage accommodation during the winter months.

"The Department arranged with the railway companies to run refrigerator cars regularly on various routes leading into Montreal. These cars pick up butter from any shipper at stations between the starting points and ocean ports, at the usual "less than carload" rates. During the past season there was a regular service on the Canadian Pacific Railway from 16 starting points to Montreal, 14 of these being weekly and two once a fortnight. There was also a regular refrigerator car service from 14 starting points on the Grand Trunk Railway system, 12 of these being weekly and two fortnightly. There was a regular service from two starting points on the Quebec Central Railway, both of these being weekly. That provided altogether a regular refrigerator car service from thirty-two different starting points to Montreal during the hot weather. The cost to the Department has been considerable, but has been a wise and profitable expenditure, considering the great benefits which have resulted to the butter trade. The cold storage inspector for the Department inspected the cars on their arrival at Montreal, and reports a distinct improvement in the condition of the butter on arrival over that of former years. The creamery men, railway agents, and all those who have to do with cold storage, are becoming better informed on how to manage it well.

y is
ser-
s of
has
Ross-
Min-
abia,
ikon

tes

"Cold storage for the carriage of butter could not have been effective in getting the butter landed on the British markets in fine condition without cold storage at the creameries, so that the butter might be kept cool from the time it was made and put on the cars in a thoroughly cold condition. The Minister of Agriculture authorized the payment of a bonus of one hundred dollars to the owner of every creamery who would provide cold storage according to plans prepared by the Department, and keep the same in use for three years. Already 300 creameries have availed themselves of the offer, and have put up cold storage chambers in accordance with plans supplied by the Department. Of these, in round numbers, about 200 are in the Province of Quebec, and 100 in other parts of Canada.

"This part of the cold storage service is recognized as being so helpful in the improvement of the butter business, that the Minister of Agriculture authorized me to announce that the payment of the bonus will be extended, and that owners of creameries who put up cold storage rooms during the season of 1900, and keep them in use in accordance with the regulations of the Department, may receive a bonus of \$100. The Department will send experts to visit many of the creameries during the winter, to point out to those who have not yet put up cold storage rooms how best they may provide them at their creameries.

"Those who have watched the development of cold storage in other countries, as well as in Canada, recognize that Canada is ahead in the thoroughness and completeness of its cold storage system. The Government of no other country has arranged for a complete chain of cold storage from the starting point at the creamery to destination of the butter on the British markets. Butter-makers at the various creameries say that they are more than satisfied with the efficiency of the cold storage rooms constructed after the Department's plans. The shippers and receivers of butter in Montreal have informed me that the butter has been carried in splendid and undamaged condition. Nearly all the cars have arrived in Montreal with a residue of ice still unconsumed. The refrigerator cars on the Canadian Pacific Railway and on the Grand Trunk system are unsurpassed by

those of any other line. The cold storage on the steamships has been so excellent that shippers from the United States have availed themselves of every bit of spare space to send their products by the Montreal route. Cold storage from United States ports is all in the hands of large concerns like the Armours and the Swifts. Cold storage on steamships from Canadian ports is available to every shipper in proportion to the volume of his business. This privilege was reserved for them in the agreement between the various steamship companies and the Department of Agriculture. During the past summer there have been steamships fitted with cold storage sailing from the port of Montreal in addition to those provided under contract with the Government. Space on some of these has been engaged by United States shippers. But twenty of the steamships under contract with the Department of Agriculture have been for the use of Canadian shippers of Canadian produce only.

“The Department is desirous of learning from the shippers what further can be done to conserve the space for Canadian shippers next season, and also whether still larger accommodation is now needed, and whether any improvement can be effected by the division of the cold storage compartments into smaller chambers to accommodate, say, two or three carloads each.

“Trial shipments of tender fruits have also been made in cold storage. Pears have been landed in splendid, firm condition, and even peaches have been delivered in London in sound condition.

“The first trial shipment of dressed poultry was sent to Liverpool. The consignee reported about a week ago that the chickens were landed in splendid condition. The prospect is good for a very great extension in the export of all these perishable products, which a well organized and well encouraged cold storage service has made possible.”

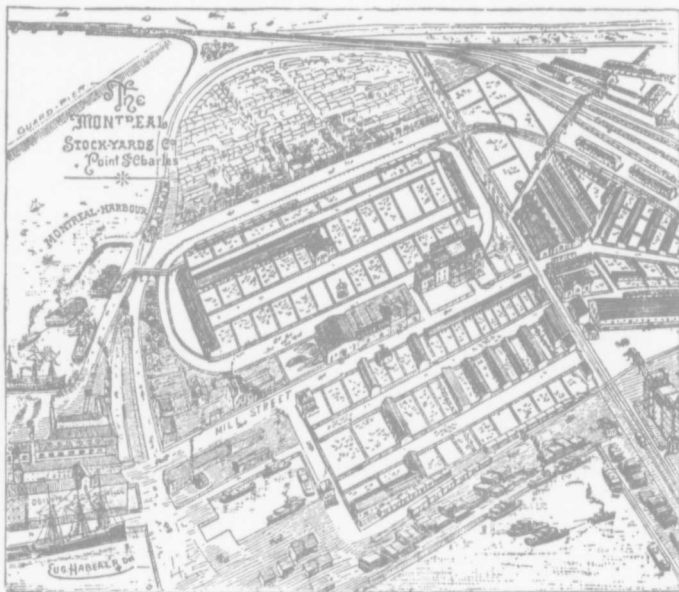


MONTREAL STOCK YARDS COMPANY

MONTREAL, QUE.

Located on the Tracks of the Grand Trunk Railway System.

Extensive Improvements Completed. New Hog Pens. New Cattle Sheds. Yards Replanked and Enlarged. Horse Stables Renovated. The Most Comfortable and Complete Stock Yards and Horse Stables in the Dominion of Canada. Lighted throughout with Electricity.



THE above yards are situated at Point St. Charles, on the tracks of the Grand Trunk Railway, and furnish an excellent market for the disposal of live stock. They are within a short distance of the centre of the city and the wharves. Cattle are lightered from a slip close to yards to the ship's side, thus avoiding shrinkage in weight and the hardship of driving through the streets of the city.

Our horse market is second to none—all modern conveniences in stabling, etc. Only first-class help employed which insures careful handling and attention. Feed furnished at current market prices.

Full information will be cheerfully given regarding Customs Regulations, the running of trains and the supply of cars for loading horses to all points in the Eastern and Western States and Canada reached by the Grand Trunk Railway System, Central Vermont Railroad, Delaware and Hudson Railroad and their connections, on application addressed to the Company.

Special arrangements have been made with the Grand Trunk Railway whereby quick despatch and every comfort will be afforded shippers coming over their lines.

Give us a trial and you will not be disappointed.

W. STRACHAN,

President.

H. B. CADY,

Superintendent.

F. H. CARLIN,

Sec.-Treas.

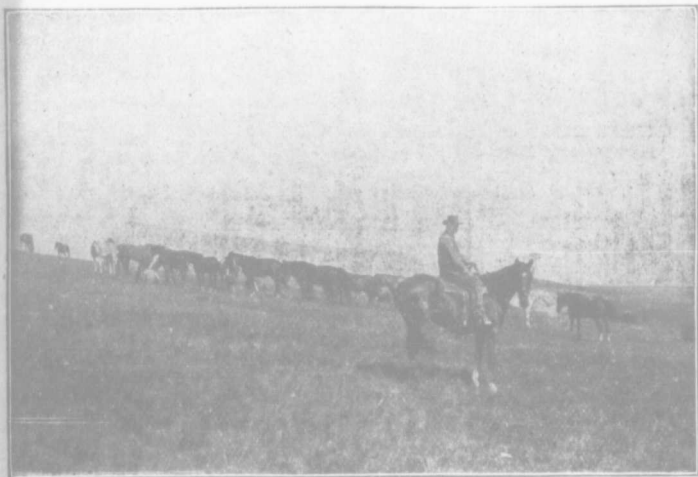
C

162 h
was t
vessel
in ma
ber it
turne
held
howe

this
of
exp
unc
tra
tur

THE LIVE STOCK TRADE.

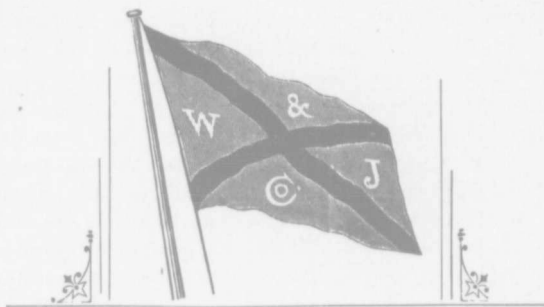
CANADA'S export live stock season from the port of Montreal for 1899 was brought to a close on Tuesday morning, November 28, with the departure of the steamship Andoni, of the Elder-Dempster Line, to Bristol, with 162 head of cattle, shipped by Messrs. Gordon & Ironside. This was the latest date on record at which any ocean live stock vessel has left this port. The season has been a remarkable one in many ways, and exporters in some cases will no doubt remember it for some time to come. As a money maker it no doubt turned out a good one; much above the general expectations held at the beginning of the season. The volume of business, however, has not been as large as 1898 by over 17,000 head, but



RANCHING NEAR McLEOD.

this fact is easily accounted for. Some time before the opening of navigation there was a general feeling that choice American export stock was going to be scarce and dear, which created an uneasy feeling among United States shippers, as they had contracted for some large lines of freight. Consequently, they turned their attention to Canadian farms, and early in March

JOHNSTON LINE



WEEKLY SAILINGS BETWEEN

Montreal and Liverpool

Baltimore and Liverpool

Boston and London

Steamers of this line are of the highest class, with superior facilities for carrying cheese, apples, butter, grain, live stock, &c.

For rates of freight, and full information, apply to all Railway Agents, or to

BOARD OF TRADE BUILDING,

Wm. Johnston & Co., Limited,

MONTREAL

sent buyers throughout Ontario to buy up all the stall-fed cattle they could, in order to be in a position to fill their engagements. This news spread like wildfire, but not before they secured considerable stock. When Canadian shippers sent buyers out in the country the competition was very keen, and prices soon advanced from $4\frac{1}{2}c$ per lb. up to $5\frac{1}{2}c$, and in some cases it was reported that as high as $6c$ was paid for some picked lots. This lasted almost to May, and the Americans were buyers in the Toronto market pretty well throughout the summer. Accordingly, it is estimated that fully 30,000 head of Canadian cattle were shipped from American ports during the past season, as against about 12,000 head of Americans from this port. Besides the above, Canadian shippers also exported quite a number from United States ports, which no doubt accounts for the large decrease in the shipments from this port; while the decrease of 62 in the number of live stock carrying vessels as compared with last year, was also a powerful influence. The season, on the whole, has been a good one for shippers; not that no losses have been met with, but that large profits have also been raked in. The average cost of cattle in the country has been fully \$5 per head more than a year ago, but this was counterbalanced by the exceptionally low rates of ocean freight which ruled throughout the greater part of the season, and besides, hay and feed were much cheaper, so really the actual cost of the cattle to shippers was not any more than a year ago, while prices in the foreign markets were very much better.

Aside from the export trade, a large business has been done in stockers to points south of the line, and many thousands have been shipped from Western Ontario and Montreal to the United States for feeding purposes. This will, no doubt, be the means of causing a greater scarcity of choice cattle next year than there was during the past three months; in fact, shippers in some instances stopped doing business altogether, as they could not secure the right class of stock to ship. To bear out the above statement, our own private advices from abroad say the quality of stock coming from foreign parts is much below the average of previous years, so much so that British butchers are beginning to wonder where they are going to get their Christmas supplies

from, if home growers are not in a position to supply them which is not unlikely this year.

The total number of cattle shipped this season was 81,804, head, of which 11,824 were Americans shipped through in bond. There were also shipped from Quebec 4,293 head, which are not included in the above total. This was due to the low level of the water, and some of the larger vessels had to complete their cargoes at the latter port. The above figures show a decrease of 17,245 head as compared with 1898. The average cost per head in the country was \$60, making a total value of \$4,908,240, while the ocean freight on the same amounts to \$654,432, putting it on an average of \$8 per head, and the railway carrying charges at \$3.25 per head is 265,863. The quantity of hay used on ocean voyages was 12,000 tons, at an average price of \$7 per ton, or a total of \$84,000, and 3,500 tons of feed was also consumed, which cost an average price of \$18 per ton, amounting to \$63,000. The ship fittings for the season cost \$142,157; insurance, \$102,255; keep at yards, \$40,902, and the attendants on sea voyages \$60,000, making a total expenditure of \$6,362,751 on cattle, and with the sheep included a grand total of \$6,725,982, showing a decrease of \$781,620, as compared with a year ago.

A feature of the trade during the past season has been the activity in the ocean freight market, and rates fluctuated considerably to the three leading markets, Liverpool, London, and Glasgow. The demand from shippers for space set in early in the month of March, which was an unusual occurrence, as compared with the past few years, and, as steamship agents generally anticipated a larger fleet of vessels sailing to and from this port during the season, exporters had little difficulty in securing low rates; in fact, they were probably the lowest ever accepted from this port for the first vessels. As stated above, the demand set in in March, and some large contracts were closed for Liverpool freight at 25s per head, and this was the lowest rate accepted with one exception, and that was 20s for the Lake Huron on her homeward trip, after being quarantined here for some days with smallpox on board. Considerable space to London was also contracted for long before navigation opened at 27s 6d per head. The Glasgow freight for May and June was let at 32s 6d; Bristol

for May and June at 30s; Newcastle for May and June at 35s; Manchester for May, June and July at 35s, and Cardiff for May and June at 40s. When navigation opened, and the trade got into full swing, rates to Liverpool and London firmed up, and the small shipper was obliged to pay an advance of 2s 6d to 5s per head over the above rates to the two last-named ports, and as the season advanced rates did likewise, and in the month of September 35s to 37s 6d were the ruling rates for Liverpool freight, and 32s 6d to 35s for London. The Glasgow space for



SHEEP RANCH, CALGARY.

July was let at an advance of 7s 6d over that for May and June at 40s, and the August space at an advance of 5s over that for July at 45s, but owing to the break in prices for Canadian cattle in that market in August, and the heavy losses shippers met with, the September rate was reduced 10s per head to 35s. About the end of September war broke out in South Africa, and in consequence of the Imperial Government chartering vessels, a number of the best and largest cargo carriers were withdrawn

from the St. Lawrence service. This fact created an uneasy feeling among shippers, as they came to the conclusion that freight would become scarce before the close of the season. Consequently the "King" shipper went to work almost immediately, and contracted for all the freight he could lay his hands on for the balance of the season before steamship agents really had time to think what effect the action of the Imperial Government would have on the future course of the market. As a result, it was all let to him at about the regular rate ruling at the time. The Glasgow space for October and November was let on one line at 30s, and on the other for October only at the same rate, but 50s insurance was realized for the November space on this line. He also had to pay for some of the last boats to Liverpool 45s, 47s 6d and 50s, and 50s was paid for some London space. For the season, rates to Liverpool fluctuated between 20s to 50s; to London, 25s to 50s, and to Glasgow 30s to 50s. The lowest rate accepted in the season of 1898 was 18s for London freight.

According to our private cable from London, which is looked upon by the trade at large as being most reliable, Canadian cattle in the above market opened fully $\frac{1}{2}c$ lower in the month of May than a year ago, while Americans were $\frac{1}{2}c$ higher. The former was due chiefly to the large offerings of Argentine stock, which Canadians have chiefly to compete against. Later in the month, however, trade became firmer, and prices steadily advanced to $11\frac{1}{2}c$ for Canadians and $12c$ for Americans. In the month of June the weather became hot, and this fact, with increased supplies from Canada and other sources, depressed the market somewhat, and values for American and Argentine stock eased off. Strange to say, those for Canadians were maintained throughout the month, while at one time Argentines sold $1\frac{3}{4}c$ lower from the top, at $9c$, on account of the excessive supply. Towards the close of June values for this class of stock improved. The month of July opened strong at an advance of $\frac{1}{2}c$ at $12c$ for Canadian stock, due to smaller supplies from all sources, and the above figure was maintained until the third week of the month, when a further rise of $\frac{1}{4}c$ was scored to $12\frac{1}{4}c$, and this was the top price of the season in that market. Later on in the same month a reaction set in, and prices dropped $1c$ to $11\frac{1}{4}$, at which

they closed. In August values for Canadian stock did not fluctuate much, and trade throughout was firm, as supplies were just about equal to the demand. Values opened at $11\frac{1}{2}c$, sold up to $12c$, and closed at $11\frac{1}{2}c$. On the other hand, prices for American and Argentine cattle were very unsettled, the former ranging from $12c$ to $13c$ and the latter from $11c$ to $12c$. A very firm trade was done in September, which was partly due to cooler weather, and also to short supplies. In this month prices for Canadians opened $\frac{1}{2}c$ higher at $12c$, sold off to $11c$, and closed at $12c$. Americans opened at $12\frac{1}{2}c$, advanced to $13c$, and closed at the same figure. Argentines ruled steady at $11\frac{1}{2}c$. In the month of October values for both Canadians and Americans ruled fairly steady, only fluctuating $\frac{1}{2}c$, although trade at times was reported slow; but, on the other hand, supplies were small. The last month of the season prices opened weak, and it looked as if there were going to be a bad finish, but later on trade ruled much firmer, and values advanced as supplies became short, especially of really prime stock, and the season here closed with prices above the top notch.

This season, as in the previous one, London has been much better than Liverpool for shippers, as higher prices have been realized nearly every week throughout the season. The top figure made for Canadian cattle during the past seven months in Liverpool, according to our own advices, has been $12c$, which was at the opening of the season, and since then they have ranged between $10\frac{1}{2}c$ to $11\frac{1}{2}c$. The Manchester trade in the early part was good, but later on prices sagged off, and the wind up was only fairly satisfactory to shippers. Considerable money was made in Glasgow during the months of May, June and July, as high prices ruled, but the balance of the season was unsatisfactory to shippers, as the market became nervous, and some heavy losses at times had to be met.

The largest shippers of cattle for the season were Messrs. Gordon & Ironside, with a total of 28,076 head, which shows a decrease of 2,565 head, compared with 1898. W. Levack comes second with a total of 10,019, an increase of 4,087 over last year. Brown & Snell, who were second on the list last year, dropped one place, and make a good third, with a total of 6,628, showing a decrease of 1,233 with 1898. H. Dean takes fourth place, with 6,521 head to his credit, an increase of 3,333 with last year, and J & C. Coughlin are fifth with 3,921, a decrease of 1,340 with 1898.



MR. J. T. GORDON, OF GORDON & IRONSIDES,
Live Stock Exporters, Montreal and Winnipeg.

The sheep trade during the past season has, on the whole, been a very profitable one, and shippers who turned their attention to it have no doubt made considerable money, which is due to the fact that the turnip crop abroad was almost a complete failure. Therefore farmers were not able to fatten their stock sufficiently to compete with our shipments, and the demand has been good throughout. The shipments were large to London and Glasgow, where prices for the most of the season ruled from 1c to 3c higher than a year ago. At London values in May opened at 11c, and remained at this figure until the second week in June, when for some unknown cause they broke 2c to 9c, which was the lowest point, for in July they steadily advanced to 13c, only to react again in August to 11c, and in September they recovered to 12½c, while in October they ruled from 11c to 12c, and in November 11½c to 12½c. The Liverpool market was not near so good as

the above, prices ranging between 10c to 11½c for the season. The Glasgow trade was good, and the returns from other markets were also satisfactory. The total shipments for the season were 58,277, showing an increase of 23,286, as compared with 1898. The average price paid for suitable stock at country points has not varied any, it being \$5 per head, making a total of \$291,385, with ocean freight at \$1 per head, \$58,277, and insurance at 25c per head, \$14,569, or a total expenditure of \$365,231.

The largest exporter this season was W. Levack, with a total of 9,733, showing an increase of 8,544 compared with 1898. The second on the list was John Dunn, but his shipments show a decrease of 2,841 with 1898. Gordon & Ironside come third with 7,398, a decrease of 1,220 with last year. E. Bickerdike takes fourth place with 6,281 head, an increase of 5,457 with



1898, and J. & C. Conghlin are fifth with 6,650 an increase of 6,216 with last year.

Although the shipments of horses this season show a decrease of 1,083 head as compared with 1898, this does not indicate that the trade has been unprofitable, but simply that suitable beasts for the English market have been hard to obtain through the country. The trade on the whole has been fairly satisfactory, and shippers of good horses have received in return some handsome profits. The average price paid for good ordinary stock this season in the country has been \$150 each, but, of course in some instances more has been realized by any one holding fancy carriage or fast animals. The London market has been by far the best, and in consequence the shipments to that port have been the largest. The ocean freight rate has ranged between

W. W. CRAIG



Live Stock, Shipping,
Insurance and
Commission Agent,

Board of Trade Building,

MONTREAL.

REPRESENTING

T. & I. MAUGHAN & CO.,

Live Stock Salesmen,

NEWCASTLE-ON-TYNE, LONDON,
LIVERPOOL & MANCHESTER.

These gentlemen have sold during the past season over 8,000 Canadian and American horses, 15,000 cattle and a large number of sheep, giving good satisfaction.

**ROBERTON, JOHNSTON &
ROBERTON,**

Live Stock Salesmen,

GLASGOW.

These gentlemen have sold during the past season over 10,000 Canadian cattle; also a large number of horses and sheep, with good results.



For Freight, Insurance,
Etc., from Montreal, Boston,
New York and other ports,
Address . . .

BOARD OF TRADE
BUILDING, MONTREAL.



**SPECIAL ATTENTION PAID TO
HORSES FOR EXPORT**

Horses sold in London by auction at the Maughan's
Horse Repository, Market Road, Islington, London.

References: THE BANK OF TORONTO, 114 St. Etienne Street.

60s and 70s during the season. The cost of handling them from point of shipment in the country to their destination is \$25 per head, which includes ocean and railway freight, feed and insurance. W. W. Craig, of the Board of Trade Building, closed the season of 1899 in this department of the trade, by shipping 100 head on the steamship Cervona, which sailed for London. Mr. Craig has shipped since the close of navigation 1898 up to the close of the present season, 4,000 head, of which the majority have gone to T. & I. Maughan & Co., of London, which firm Mr. Craig represents in Canada. This firm has realized from £25 to £40 each for ordinary horses, and some odd ones have sold as high as £75. Mr. Craig has also shipped in the same period above 7,800 cattle and 4,000 sheep to Robertson, Johnston & Robertson, live stock salesmen, of Glasgow.

Messrs. Pope & Morgan, the Government live stock inspectors, have inspected this season 237 cattle carrying vessels, as against 298 in 1899; 304 in 1897; 242 in 1896; 224 in 1895; 235 in 1894; and 160 in 1893.

The shipments of United States cattle from this port during 1899 were 11,894 head, as against 5,719 in 1898, and 12,221 in 1897.

The shipments of live stock from Quebec this season were 4,293 cattle, as against 2,187 and 1,095 sheep in 1898; 1,941 cattle and 616 sheep in 1897; 3,541 cattle and 3,756 sheep in 1896, and 1,401 cattle and 7,541 sheep in 1895.

The expenditure of the season was :

81,804 cattle, valued at \$60 each.....	\$4,908,240
58,277 sheep, valued at \$5 each.....	291,385
Ocean freight, on cattle, at \$8 per head.....	654,432
Ocean freight, on sheep, at \$1 per head.....	58,277
Railway carriage, on cattle, at \$3.25 per head.....	265,863
12,000 tons of hay, at \$7 per ton.....	84,000
3,500 tons of feed, at \$18 per ton.....	63,000
Ship fittings, on cattle, at \$1.75 per head.....	142,157
Insurance, on cattle, at \$1.25 per head.....	102,255
Insurance, on sheep, at 25c per head.....	14,500
Keep at yards, on cattle, at 50c per head.....	40,902
Loading fees, on cattle, at 5 c per head.....	40,902
4,000 attendants, at \$15 each.....	60,000
Total expenditure.....	\$6 725,982

The following table shows the fluctuations in prices in the London market for cattle and sheep for each month during the season 1899, according to our own private cable :—

	Canada Cattle.	States Cattle.	Argen. Cattle.	Canada Sheep.	Argen. Sheep.
May—					
Opening.....	10@11	11 $\frac{3}{4}$	10	.....	11 $\frac{1}{2}$
Highest.....	11 $\frac{1}{2}$	12	11 $\frac{1}{2}$	11	13
Lowest.....	10	11 $\frac{3}{4}$	10	11	11
Closing.....	11 $\frac{1}{2}$	12	10 $\frac{1}{2}$	11	12 $\frac{1}{2}$
June—					
Opening.....	11 $\frac{1}{2}$	11 $\frac{3}{4}$	10 $\frac{1}{2}$	9	11 $\frac{1}{2}$
Highest.....	11 $\frac{1}{2}$	12	10 $\frac{3}{4}$	9	10 $\frac{1}{2}$
Lowest.....	11 $\frac{1}{2}$	11 $\frac{1}{4}$	9	9	8 $\frac{1}{2}$
Closing.....	11 $\frac{1}{2}$	11 $\frac{3}{4}$	10 $\frac{1}{2}$	9	9 $\frac{1}{2}$
July—					
Opening.....	12	11 $\frac{1}{4}$	11 $\frac{1}{2}$	12 $\frac{1}{2}$	12
Highest.....	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12	13	13
Lowest.....	11 $\frac{1}{4}$	11 $\frac{3}{4}$	10 $\frac{1}{2}$	12 $\frac{1}{2}$	12
Closing.....	11 $\frac{1}{4}$	11 $\frac{3}{4}$	11	12 $\frac{1}{2}$	12 $\frac{1}{2}$
August—					
Opening.....	11 $\frac{1}{2}$	12	11	12	12 $\frac{1}{2}$
Highest.....	12	13	12	12	13
Lowest.....	11 $\frac{1}{2}$	12	11	11	11 $\frac{1}{2}$
Closing.....	11 $\frac{1}{2}$	12 $\frac{1}{4}$	11	11	11 $\frac{1}{2}$
September—					
Opening.....	12	12 $\frac{1}{2}$	11 $\frac{1}{2}$	12	12 $\frac{1}{2}$
Highest.....	12	13	11 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Lowest.....	11	12 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	12
Closing.....	12	13	11 $\frac{1}{2}$	11 $\frac{1}{2}$	12
October—					
Opening.....	11 $\frac{1}{2}$	12 $\frac{3}{4}$	11 $\frac{1}{2}$	11	11 $\frac{1}{2}$
Highest.....	11 $\frac{1}{2}$	13	12	12	12
Lowest.....	11 $\frac{1}{4}$	12 $\frac{1}{4}$	11 $\frac{1}{4}$	11	11 $\frac{1}{2}$
Closing.....	11 $\frac{1}{4}$	12 $\frac{1}{4}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
November—					
Opening.....	12 $\frac{1}{2}$	12	.....	12 $\frac{1}{2}$	.....
Highest.....	12	13 $\frac{1}{2}$	.....	12 $\frac{1}{2}$	.....
Lowest.....	10	11 $\frac{1}{2}$	.....	11 $\frac{1}{2}$	.....
Closing.....	11@12	12 $\frac{3}{4}$ -13 $\frac{1}{2}$	.....	11 $\frac{1}{2}$	.....

The following table shows the shipments of live stock from the port of Montreal to the different foreign ports for the season 1899, with comparisons :—

	MAY					
	1899		1898		1897	
	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.
Liverpool.....	5,239	.....	4,885	.....	6,332	1,549
London.....	1,553	171	4,662	.....	4,503	.....
Glasgow.....	3,020	3,052	3,669	309	3,443	795
Bristol.....	1,388	.....	988	.....	1,684	160
Newcastle.....	720	.....	639	.....	677	147
Manchester.....	606	.....	720	.....	844	85
Cardiff.....	457	152	.....	.....	.....	.....
Total.....	12,983	3,375	15,563	309	18,073	2,736

The following table shows the shipments of live stock from the port of Montreal to the different foreign ports for the season 1899, with comparisons :—

	JUNE					
	1899		1898		1897	
	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.
Liverpool.....	7,712	2,458	4,440	.....	6,773	1,885
London.....	2,374	924	2,484	245	5,382	978
Glasgow.....	2,129	4,359	2,782	1,977	3,879	967
Bristol.....	2,161	479	1,493	.....	1,667	.....
Newcastle.....	304	.....	565	.....	884	.....
Manchester.....	976	.....	1,572	151	353	.....
Cardiff.....	198	250	.....	.....	.....	.....
Belfast.....	.....	.....	.....	.....	.....	.....
Total.....	15,854	8,470	13,336	2,373	18,938	3,830

	JULY					
	1899		1898		1897	
	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.
Liverpool.....	5,466	1,813	5,290	535	7,481	3,481
London.....	1,990	3,236	4,285	3,182	4,462	6,539
Glasgow.....	2,959	990	3,136	1,394	3,970	3,286
Bristol.....	1,230	257	1,228	.....	1,678	295
Newcastle.....	729	.....	981	.....	898	552
Manchester.....	1,765	1,094	1,066	200	1,142	1,613
Cardiff.....	550	168	.....	.....	.....	.....
Total.....	14,689	7,558	15,986	5,311	19,631	15,636

	AUGUST					
	1899		1898		1897	
	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.
Liverpool.....	4,809	2,088	5,998	2,661	6,641	1,057
London.....	1,846	5,302	2,876	2,740	4,630	4,440
Glasgow.....	3,040	2,877	3,144	579	3,987	1,125
Bristol.....	1,570	696	1,577	.....	1,376	.....
Newcastle.....	263	.....	475	.....	1,018	194
Manchester.....	886	283	625	137	714	.....
Cardiff.....	300	171	.....	.....	163	.....
Total.....	12,714	11,417	14,695	6,117	18,529	6,816

	SEPTEMBER					
	1899		1898		1897	
	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.
Liverpool.....	2,695	2,154	5,054	1,335	6,816	1,053
London.....	1,931	7,907	3,127	4,760	3,581	9,934
Glasgow.....	2,297	829	3,083	994	3,585	1,277
Bristol.....	1,247	149	1,158	249	1,152	352
Newcastle.....	301	.....	419	.....	740	294
Manchester.....	255	1,468	.....	.....	191	310
Cardiff.....	524	439	.....	.....	155	76
Total.....	9,254	12,948	12,841	7,338	16,220	13,305

M. GREEN

W. H. PRICE

GREEN & PRICE

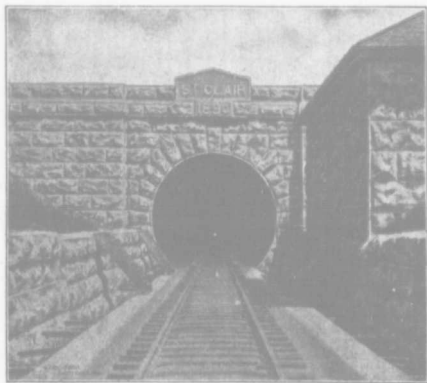
LIVE STOCK AGENTS,
BOARD OF TRADE BUILDING,
_____MONTREAL.



REPRESENTING :

PRICE & SULLIVAN,
Live Stock Salesmen,
LIVERPOOL & LONDON.

SPACE AGENTS,
ELDER, DEMPSTER & CO. S. S. LINES.



Portal of St. Clair Tunnel,
Grand Trunk Ry. System.

The following table shows the shipments of live stock from the port of Montreal to the different foreign ports for the season 1899, with comparisons:—

	OCTOBER					
	1899		1898		1897	
	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.
Liverpool.....	2,527	2,588	7,535	2,333	7,653	3,370
London.....	1,746	3,321	3,020	4,384	3,916	7,515
Glasgow.....	3,207	1,821	2,085	177	2,879	1,375
Bristol.....	1,657	757	1,480	265	1,516	145
Newcastle.....			160		361	
Manchester.....	440	200	841	292	241	
Cardiff.....	302	161			154	
Total.....	9,879	8,848	15,121	7,451	16,720	12,405

	NOVEMBER					
	1899		1898		1897	
	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.
Liverpool.....	1,823	1,859	4,430	1,589	5,318	2,846
London.....	907	1,793	3,133	3,002	2,009	2,454
Glasgow.....	1,405	679	2,050	517	2,581	1,126
Bristol.....	846	745	819	474	793	
Newcastle.....	266		200		262	
Manchester.....	1,184	595	917	410	114	
Total.....	6,431	5,673	11,607	5,992	11,077	6,426

The principal shippers of cattle showed their favors towards the different markets in the following manner:—

	Liverpool.	London.	Glasgow.	Bristol.	Newcastle.	Manchester.	Cardiff.
Gordon & Ironside.....	11,821	5,253.	2,797	6,468	276	1,462	
W. Levaek.....	2,036	543	1,589	2,886	513	121	2,331
Brown & Snell.....	1,386	393	1,697	431	1,725	996	
H. Dean.....	2,020	805	2,420			1,227	
J. & C. Coughlin.....	403	878	1,745			385	
J. Lunnis.....	1,478	57	938			584	
R. Bickerdike.....	736	856	910	153		355	
Gilchrist & Munroe.....	1,218	820	554	23	150	142	
A. McIntosh.....	1,760	467	315		170	122	
John Dunn.....	1,719	349	143			238	
W. G. Elliott.....	137		1,623				
Green & Price.....	929	278				32	
N. Morris.....	1,084						
J. Harris.....	239	99	297			397	
Brown Bros.....	90		20				
W. Bignell.....	255	115	282				
W. W. Craig.....	100	42				151	
D. Campbell.....	40	38	395				
Dowd & Keefer.....			200				
T. Halligan.....	298		252			94	
F. Hunnesett.....	377	270					
J. Halliday.....		300					
W. Hearn.....	486						
Lunnis & Halligan.....	254						
W. Murby.....	105			299			
W. H. Reed.....	67	117				13	
Rogers & Halligan.....	265						
A. McLean.....	243						
Sundry shippers.....	1,537	527	330	37		50	

The principal shippers of sheep showed their favors towards the different markets in the following manner :—

	Liver- pool.	Lon- don.	Glas- gow.	Bris- tol.	New- castle.	Man- chester	Car- diff.
W. Levack.....	1,422	3,500	1,335	1,445	.....	.....	1,341
John Dunn.....	2,271	5,631	328	.....	.....	.....	.....
Gordon & Ironside.	2,357	2,006	1,010	1,119	.....	906	.....
R. Bickerdike.....	492	88	4,413	409	.....	870	.....
J. C. Coughlin.....	934	5,214	502	.....	.....	.....	.....
J. Harris.....	1,008	1,887	2,218	.....	.....	.....	.....
A. McIntosh.....	419	509	1,451	.....	.....	.....	.....
Brown & Snell.....	.....	1,801	.....	.....	.....	434	.....
Gilchrist & Munroe	.....	228	1,492	.....	.....	.....	.....
P. Duff.....	.....	.....	1,303	.....	.....	.....	.....
Green & Price.....	506	293	.....	.....	.....	160	.....
H. Dean.....	400	.....	195	.....	.....	.....	.....
Brown Brothers.....	.....	.....	143	.....	.....	.....	.....
W. Bignell.....	.....	502	.....	.....	.....	.....	.....
D. Black.....	209	.....	.....	.....	.....	.....	.....
W. Chute.....	60	60	.....	.....	.....	.....	.....
W. W. Craig.....	.....	168	.....	.....	.....	.....	.....
Culhane.....	.....	300	.....	.....	.....	.....	.....
F. Hunnesett.....	99	818	.....	.....	.....	.....	.....
H. P. Kennedy.....	589	.....	.....	.....	.....	.....	.....
W. H. Reed.....	48	298	141	.....	.....	.....	.....
W. Roberts.....	329	.....	.....	.....	.....	145	.....
W. D. Williams.....	499	.....	.....	.....	.....	.....	.....

The Gazette.

ESTABLISHED

1778.



SUBSCRIPTION, \$6.00 A YEAR.

The Only English Daily Morning Paper in Montreal.

The Gazette's Reports of the Cheese, Butter, Eggs, Apples,
Grain, Flour, Lumber and Live
Stock Markets, Canadian, British and United States, are the
fullest and most reliable printed in Canada.

Gazette Printing Company.

SMEATON WHITE,
ASST. MANAGER.

RICHARD WHITE,
MAN. DIRECTOR.

The following is a correct list of the shippers obtained from the Government Live Stock Inspectors, Messrs. Pope & Morgan :

	Cattle.	Sheep.
Gordon & Ironside.....	28,076	7,398
W. Levack.....	10,019	9,733
Brown & Snell.....	6,628	2,235
H. Dean.....	6,521	595
J. & C. Coughlin.....	3,921	6,650
J. Lunnis.....	3,057	.....
R. Bickerdike.....	3,040	6,281
Gilchrist & Munroe.....	2,907	1,720
A. McIntosh.....	2,834	3,369
J. Dunn.....	2,449	8,731
W. G. Elliott.....	1,760	.....
Green & Price.....	1,239	799
N. Morris.....	1,084	.....
J. Harris.....	825	5,113
Brown Bros.....	110	143
W. Bignell.....	552	502
W. W. Craig.....	293	168
D. Campbell.....	473	.....
Dowd & Keefer.....	200	.....
T. Halligan.....	644	.....
F. Hunnesett.....	687	917
J. Halliday.....	300	.....
W. Hearn.....	486	.....
Lunnis & Halligan.....	254	.....
W. Murby.....	404	.....
W. H. Reed.....	197	489
Hothers & Halligan.....	265	.....
A. McLean.....	243	.....
P. Duff.....	.....	1,303
D. Black.....	.....	200
W. Chute.....	.....	120
Culhane.....	.....	300
H. P. Kennedy.....	.....	589
W. Roberts.....	.....	474
M. D. Williams.....	.....	499
Sundry shippers.....	2,336	.....

The following table shows the shipments of horses to the different markets for the season 1899, with comparisons :—

	1899	1898	1897	1896	1895
Liverpool.....	837	1,145	2,145	2,648	3,689
London.....	1,686	2,609	5,638	5,004	4,727
Glasgow.....	806	1,091	1,556	2,177	3,271
Bristol.....	1,408	895	273	43	327
Newcastle.....	.....	64	400	1	218
France.....	.....	.....	.....	60	523
Belfast.....	2	18	39	155	.....
Total.....	4,739	5,822	10,051	10,088	12,755

GOUGHLIN & LUDINGTON,

LIVE STOCK AGENTS

Ocean Space, Insurance and
Cattle Supplies at Lowest Rates,

BOARD OF TRADE BUILDING, MONTREAL.

Representing—JOHN ROGERS & CO., Liverpool & London.
EDWARD WATSON & RITCHIE, Glasgow.

LIVE STOCK SALESMEN,

FARAMEL FACTS

1. Q. Why do Danish Dairy Products commend the best prices on the world's market?
A. Because Danish cattle are fed on **FARAMEL**.
2. Q. Are you not anxious to improve the quality of the output of your own Dairy?
A. Then use **FARAMEL**.
3. Q. What is **FARAMEL**?
A. It is a **PURE FOOD** for **CATTLE** combining more Milk and Meat

producing qualities than any other food known.
FARAMEL is far better than oats for **HORSES**, because:—
It does not burn out their stomach.
It improves their digestion and temper.
It increases their endurance.
It makes their coat shine like satin.

FARAMEL is put up in a compact and convenient form ready for immediate use
and is to be obtained at all Feed Stores, or direct from

The FARAMEL Manufacturing Co., Ltd.

62 MCGILL, ST., - - - - MONTREAL.



GAZETTE

2.23; TROTting;
2.07; PACING.

He holds the world's record for the eighth heat made at Dover, New Hampshire, Sept. 1st 1897. He is the sire of ALLEEN, 2.07½. She holds the world's record for the four year old pacing mares.

CYRILLE LAURIN Prop.,
439 MANCE ST.,

MONTREAL, CAN.

The following table shows the total shipments of live stock from the port of Montreal for twenty-three years:—

Year.	Cattle.	Sheep.	Horses.	Year.	Cattle.	Sheep.	Horses.
1899...	81,804	58,277	4,739	1887...	64,631	36,027	.....
1898...	99,049	34,991	5,827	1886...	63,932	93,850	.....
1897...	117,237	60,638	10,051	1885...	61,947	39,401	.....
1896...	96,448	76,520	10,421	1884...	57,288	62,950	.....
1895...	94,972	210,607	13,303	1883...	49,090	84,790	.....
1894...	88,635	139,780	5,623	1882...	28,358	63,067	.....
1893...	83,322	3,743	1,660	1881...	27,536	55,538	.....
1892...	98,731	15,914	1,739	1880...	41,730	74,502	.....
1891...	109,150	32,042	.....	1879...	21,626	62,550	.....
1890...	123,136	43,372	.....	1878...	15,963	31,841	.....
1889...	85,670	59,334	.....	1877...	6,940	9,509	.....
1888...	60,504	45,528	.....			

The Reford Company heads the list this season with a total of 18,858 cattle; 10,797 sheep and 1,633 horses. These figures as compared with 1898 show a decrease of 5,071 cattle; an increase of 6,607 sheep, and a decrease of 7 horses. The Elder Dempster Company comes second with 16,147 cattle; 10,302 sheep, and 1,926 horses, which show an increase of 631 cattle; 5,523 sheep, and 416 horses as compared with last season's figures. The Allan Line which headed the list last year only takes third place this year with 14,105 cattle; 23,726 sheep, and 788 horses showing a decrease of 10,895 cattle, an increase of 7,160 sheep, and a decrease of 994 horses. This line carried the most sheep its number being more than double of any of the rest. The Johnston line came fourth with 11,855 cattle; no sheep and 7 horses which show an increase of 1,650 cattle, and a decreased of 52 horses compared with 1898.

The following table showing the number of cattle, sheep and horses carried by each line for the season 1899, was compiled by Messrs. Pope & Morgan, the Government Live Stock Inspectors:

	Cattle.	Sheep.	Horses.
Reford Co.....	18,858	10,797	1,633
Elder Dempster & Co.....	16,147	10,302	1,929
Allans.....	14,105	23,726	788
Johnston.....	11,855	.....	7
Dominion.....	7,842	9,810	191
Leyland.....	6,885	.....	170
Furness-Witney & Co.....	6,112	3,642	.....
Head Line.....	.....	.....	21
Total.....	81,804	58,277	4,739



The Royal Military College.

There are few national institutions of more value and interest to the country than the Royal Military College at Kingston. At the same time its object and the work it is accomplishing are not sufficiently understood by the general public.

The college is a Government institution, designed primarily for the purpose of giving the highest technical instructions in all branches of military science to cadets and officers of Canadian Militia. In fact, it is intended to take the place in Canada of the English Woolwich and Sandhurst and the American West Point.

The Commandant and military instructors are all officers on the active list of the Imperial army, lent for the purpose, and, in addition, there is a complete staff of professors for the civil subjects, which form such a large proportion of the college course.

Whilst the college is organized on a strictly military basis, the cadets receive, in addition to their military studies, a thoroughly practical, scientific and sound training in all subjects that are essential to a high and general modern education.

The course in mathematics is very complete, and a thorough grounding is given in the subjects of Civil Engineering, Civil and Hydrographic Surveying, Physics, Chemistry, French and English.

The object of the college course is thus to give the cadets a training which shall thoroughly equip them for either a military or civil career.

The strict discipline maintained at the college is one of the most valuable features of the system. As a result of it young men acquire habits of obedience and self-control, and consequently of self-reliance and command, as well as experience in controlling and handling their fellows.

In addition, the constant practice of gymnastics, drills and outdoor exercises of all kinds ensures good health and fine physical condition.

An experienced medical officer is in attendance at the college daily.

Five commissions in the Imperial regular army are annually awarded as prizes to the cadets.

The length of course is three years, in three terms of 9½ months' residence each.

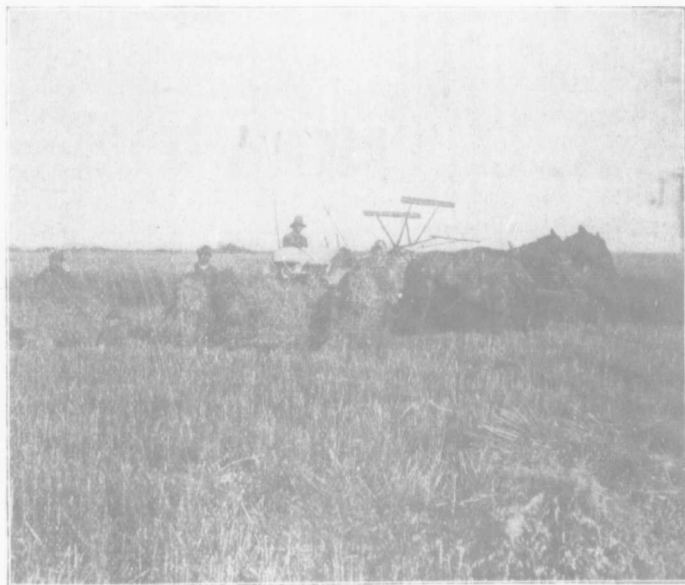
The total cost of the three years' course, including board, uniforms, instructional material and all extras, is from \$750 to \$800.

The annual competitive examination for admission to the college will take place at the headquarters of the several military districts in which candidates reside, about the middle of June in each year.

For full particulars of this examination or for any other information, application should be made as soon as possible to the Deputy Adjutant-General of Militia, Ottawa, Ont.

EXPORTS OF GRAIN

THE export grain trade this season has by no means been as large as that of 1898, but the reason for this can be accounted for to some extent. In the first place a regular weekly service of steamships was started from Portland this season for the first time, and this fact was the means of drawing fully 5,000,000 bushels of grain or perhaps more from the port of Montreal. In the second place, war was



HARVESTING.

declared between Great Britain and the Transvaal in the month of September, consequently the British Government commenced chartering vessels as transports and took a number of the largest and best off the St. Lawrence route, which also had no slight influence in curtailing the shipments of grain from this port. The largest falling off in any one cereal has been in that of corn, the shipments of it alone showing a decrease of over 5,000,000 bushels as compared with last year. Notwithstanding the

A. G. THOMSON

Grain and . . .

Freight Broker

39 ST. SACRAMENT ST.

MONTREAL.

above drawbacks to the port, it can be safely said that the season as a whole has been a fairly satisfactory one in the point of a money maker. Of course no extreme prices were realized as in 1898, as the speculative markets of the world were without a Leiter this year. There was considerably more Manitoba wheat handled via this port this season than ever before, which was due to the excellent demand from all foreign ports throughout the season for it, and more especially so for the new crop wheat. The exports of Ontario wheat were small, owing principally to the poor crop this year, and what there was of it our own millers required for grinding purposes.

With regard to the shippers, H. G. Thompson heads the list again this season with a total of 8,000,000 odd bushels, which shows a decrease of 5,000,000 bushels as compared with 1898. In fact the above total is over one million bushels less than the corn shipped by him alone last year, as his shipments of corn this season show a decrease of 5,000,000 bushels. Wight & Esdaile take second place with a total of 5,000,000 odd bushels, showing an increase of 1,800,000 odd bushels as compared with the previous year. The largest Canadian shipper of the season was the youngest firm in the trade, that of H. D. Metcalfe, with a total of 3,095,454 bushels, and besides this quantity he shipped via Portland 496,000 bushels wheat, 460,000 oats and 175,000 peas. Crane & Baird take fourth place again this season with a total of 2,704,408 bushels, which shows a decrease of 794,104 bushels compared with 1898. J. S. Norris & Co. comes fifth with a total of 2,544,744 bushels, which shows up well considering this is their first year in the export trade.

The local market has not been such an active one as that of 1898, owing to the absence of a corner in the Chicago market, consequently the fluctuations in prices were not so violent as a year ago; but in spite of this fact farmers realized good prices for their product, as there was a steady demand from shippers for all cereals throughout the season, and this alone was sufficient to enhance values at times. Oats occupied the attention of shippers principally, and the dealings in them was probably the largest of any on the local market. The stock of old oats carried over from 1898 was fairly large, and as the demand for

Cable Address "KUTUSOFF."

P. O. Box 819.

Alex. McFee & Co.
GRAIN MERCHANTS
Montreal and Winnipeg.

Board of Trade Building. 42 St. Sacrament St.,
MONTREAL.

Cable Address, "WAHS."

JAMES SHAW & Co.

COMMISSION
MERCHANTS

GRAIN AND MILLSTUFFS

404
BOARD OF TRADE

MONTREAL, CAN.

such set in early, prices steadily advanced, round lots selling as high as $37\frac{1}{4}$ c afloat, but shortly after this point had been reached new crop oats commenced to come forward in liberal quantities, which had a depressing effect upon values and they gradually receded to $28\frac{1}{2}$ c. afloat but towards the close of the season they improved again, and the last sales afloat were at $30\frac{1}{2}$ c. There was the usual excitement in peas this season on account of shippers being caught short of stock to fill their early sales made to foreign houses. Consequently as soon as they commenced to fill the same, prices did not take long to advance to



WHEAT FIELD IN WESTERN CANADA.

76c. afloat, but after they had been well covered, and the demand slackened off, and new crop peas were offering, they sold down to 64c., and the last sales afloat were made at 67c. Buckwheat started out much higher this season than last, on account of the short interest in it. The first sales reported afloat were at $52\frac{1}{2}$ c. and it sold as high as 61c., but later reacted and closed at 52c. afloat. There was considerable business done in rye during the season at prices ranging from 57c. @ 64c. afloat, and barley also was dealt in to some extent at from 44c. @ 52c. afloat as to grade. In regard to wheat an active export business was transacted in

H. D. METCALFE

GRAIN EXPORTER

MONTREAL - WINNIPEG

THE BARTLETT-FRAZIER Co.

OF ONTARIO, (Limited).

GRAIN, PROVISIONS, & C.

EXPORTERS & FORWARDERS

TRADE IN FUTURES

Private Wires to Chicago Board Trade and N. Y. Produce
Exchange.

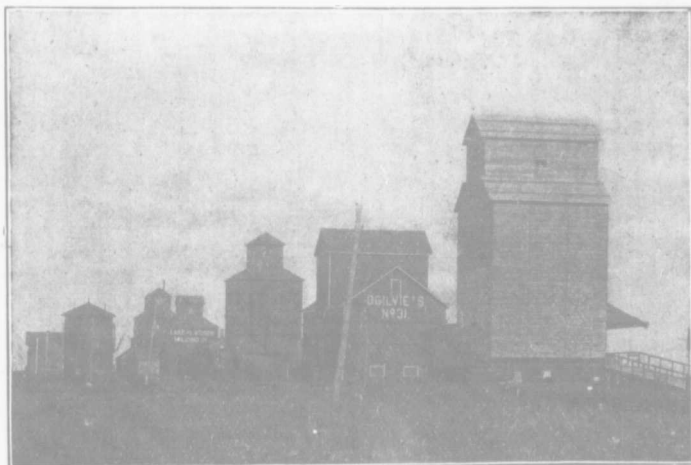
Daily Market Letter furnished to patrons.

Address: H. J. COON, Managing Director,

Tel. 1418 Main.

39 St. Sacrament St., MONTREAL.

all grades of Manitoba throughout the season. The demand from abroad set in early, and on the 31st day of May No. 1 hard sold at 78½c. per bushel afloat Fort William, which was the highest point of the season. This figure is 80c. per bushel below the highest point in 1898, as one lot of 5,000 bushels was sold on the Board of Trade floor here during the excitement of the Leiter deal to a local miller at \$1.58½ per bushel. From the above date this year the course of wheat has been almost steadily down-



GROUP OF GRAIN ELEVATORS.

ward, with the exception of a few upward turns of a cent or two, and on the 2nd day of December the lowest point was touched when No. 1 hard sold at 64c. afloat, showing a decrease of 14½c. per bushel in the six months. The volume of business in Ontario grades of wheat for export account was comparatively small owing to the poor crop, in consequence it is difficult to give the range of values for the season.

CABLE ADDRESS: GRIFFIN

BELL TELEPHONE MAIN 2455

MONTREAL TENT, AWNING & TARPAULIN CO.

Sailmakers & Tarpaulin Manufacturers

Tents, Tarpaulins and GRAIN BAGS for SALE or HIRE

W. H. GRIFFIN, Mgr., 249 & 251 Commissioners St.,
MONTREAL.

R. E. WIGHT

C. B. ESDAILE

WIGHT & ESDAILE,

**Grain and Freight
Brokers,**

318 Board of Trade Building, Montreal.

The individual shippers during the year 1899 handled the following quantities ; a comparison being made with the corresponding figures for 1898 :

	WHEAT.		CORN.		PEAS.		OATS.		BARLEY.	
	1899. Bus.	1898. Bus.	1899. Bus.	1898. Bus.	1899. Bus.	1898. Bus.	1899. Bus.	1898. Bus.	1899. Bus.	1898. Bus.
A. G. Thomson.....	2,268,000	2,237,390	4,692,386	9,874,885	238,430	201,591	228,054	286,565	306,344	224,060
Wight & Esdaile.....	2,621,665	2,210,484	2,429,900	614,743	.....	24,664	90,183	209,624	.....	153,706
H. D. Metcalfe.....	1,453,750	.....	254,357	.....	341,182	.....	825,038	.....	118,471	.....
Crane & Baird.....	676,890	615,953	1,197,500	1,153,329	176,525	314,129	356,936	1,058,907	171,680	56,442
J. S. Norris & Co.....	544,130	.....	1,030,903	.....	.....	.....	847,052	.....	97,601	.....
Bartlett, Frazier & Co.....	357,931	856,986	1,873,448	3,603,620	.....	.....	9,298	.....	.....	.....
A. McFee & Co.....	1,376,622	1,461,214	.....	190,607	272,704	296,930	575,687	1,899,033	58,040	.....
O. E. Lohke & Co.....	267,164	239,600	1,346,585	1,534,693	.....	.....	29,985	37,494	32,708	.....
L. Coffee & Co.....	25,805	.....	421,854	8,600	74,660	52,000	339,177	69,000	214,475	.....
Jas. Carruthers.....	405,430	617,970	76,600	307,059	111,405	244,061	80,645	289,797	108,482	.....
Jos. Ward & Co.....	.....	.....	.....	17,200	.....	43,495	.....	1,021,519	.....	.....
Michaud Bros.....	.....	.....	.....	17,200	16,516	34,579	111,676	264,105	.....	.....
R. Peddie & Co.....	16,610	.....	29,727	100,763	.....	61,283	49,288	.....	.....	.....
H. Dobell.....	.....	.....	76,964	.....	.....	.....	.....	.....	.....	.....
E. Judge.....	.....	.....	.....	17,450	13,958	.....	.....	9,399	.....	.....
Todd.....	.....	.....	.....	.....	.....	.....	10,000	.....	.....	.....
Canadian Pacific Ry.....	153,010	46,249	279,305	173,662	12,013	5,347	199,677	105,346	10,314	.....
Grand Trunk Ry.....	15,953	32,514	.....	.....	19,064	63,595	.....	96,107	.....	15,871
Through Freight.....	16,000	.....	.....	.....	6,284	.....	.....	.....	.....	22,978
Sundry.....	.....	550,750	.....	1,448,769	.....	187,651	.....	1,550,709	.....	.....
Totals.....	10,198,927	8,869,110	13,709,538	19,180,632	1,272,701	1,529,315	4,000,946	7,040,392	1,118,115	319,351

Cable Address: "CARRUTH."

Jas. Carruthers & Co.

GRAIN EXPORTERS

MONTREAL AND TORONTO

Board of Trade Building, - MONTREAL.
Board of Trade Building, - TORONTO.

EDWARD ✦ WALLEY

FREIGHT BROKER
AND FORWARDING AGENT

ALSO

GENERAL FREIGHT AGENT
BOSTON, HAVANA AND MEXICAN STEAM-
SHIP LINE

✦ ✦

Chamber of Commerce, BOSTON, MASS.

The individual shippers during the year 1899 handled the following quantities ; a comparison being made with the corresponding figures for 1898 :—*Continued.*

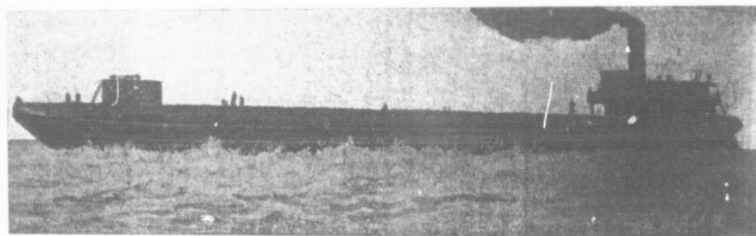
	RYE.		BUCKWHEAT.		FLAXSEED.		TOTAL.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
	Bus.	Bus.	Bus.	Bus.	Bus.	Bus.	Bus.	Bus.
A. G. Thom-son	66,609	501,366			721,811	706,732	8,511,934	14,032,589
Wight & Esdaile	19,462		16,083			96,200	5,177,293	3,309,421
H. D. Metcalfe	51,208		51,488				3,095,454	
Crane & Baird	92,915	186,226	31,062	133,526			2,704,408	3,498,512
J. S. Norris & Co.	47,008				7,907		2,574,751	
Barlett, Frazier & Co.							2,240,800	4,460,606
A. McFee & Co.	8,715	62,436	42,080	52,111			2,133,848	3,962,331
O. E. Lohke & Co							1,676,442	1,811,787
L. Coffee & Co	51,148	22,000					1,135,605	151,600
Jas. Carruthers	66,445	8,370	9,943	10,199			858,959	1,477,456
Jos. Ward & Co.			8,726	33,100			256,976	1,115,314
Michaud Bros.				8,500			128,192	324,484
R. Peddie & Co.			8,444	24,512			104,009	301,045
H. Dobell							76,964	
E. Judge								
Todd							10,000	
Canadian Pacific Ry.					3,138		657,457	330,604
Grand Trunk Ry.				8,320		419	35,017	216,826
Through Freight							22,284	
Sundry		79,583		107,751		15,724		3,963,915
Totals	403,600	1,013,687	168,756	331,119	732,916	819,076	31,591,551	39,102,682

J. S. NORRIS & CO.

GRAIN AND FREIGHT BROKERS,

19 & 22 Corn Exchange Building,

MONTREAL.



A WHEAT-CARRYING WHALEBACK STEAMER.

JOHN CROWE & CO.

HAY EXPORTERS

Sole Manufacturers in Canada of ❁ ❁

CANADIAN CUT HAY

IN BALES,

Board of Trade, - - - MONTREAL.

Liverpool took the largest quantity of our shipments, the other ports following in the order named :

	WHEAT.		CORN.		PEAS.		OATS.		BARLEY.	
	1899 Bus.	1898 Bus.	1899 Bus.	1898 Bus.	1899 Bus.	1898 Bus.	1899 Bus.	1898 Bus.	1899 Bus.	1898 Bus.
Liverpool	2,840,817	3,298,679	3,497,503	4,014,700	410,482	421,601	177,807	604,095	110,020	41,334
London	2,306,103	983,194	1,405,021	2,724,526	115,105	371,891	1,848,292	2,581,727	65,171	224,060
Glasgow	1,160,698	1,197,304	2,386,240	2,522,362	358,255	404,493	731,839	1,114,050	347,727	53,957
Bristol	1,451,911	2,230,882	1,145,841	1,787,084	50,248	81,727	148,821	544,028	83,149	.....
Antwerp	654,845	275,929	950,858	513,564	107,630	65,030	381,889	311,419	257,857	.....
Hamburg	72,485	104,193	1,285,152	2,472,859	13,201	38,257	69,309	786,875	10,300	.....
Belfast	50,408	132,336	998,175	1,488,098	40,089	6,568	9,879	112,788	187,340	.....
Leith	507,804	706,110	342,339	943,868	123,432	97,021	144,051	399,985	.....	.....
Manchester	327,256	89,971	472,916	587,679	25,043	9,127	203,364	170,455	.....	.....
Dublin	425,385	244,677	548,740	874,824	.....	.....	.....	133,144	.....	.....
Cardiff	189,115	.....	352,579	.....	.....	.....	205,263	.....	56,551	.....
Aberdeen .....	.....	.....	270,546	.....	8,402	.....	18,786	81,045	.....	.....
Newcastle	100,075	55,878	52,998	60,129	20,814	37,210	61,646	48,057	.....	.....
Hull .....	.....	.....	.....	215,817	.....	.....	.....	.....	.....	.....
Barcelona	112,025	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cork, for orders .....	.....	212,126	.....	346,050	.....	.....	.....	.....	.....	.....
France .....	.....	99,794	.....	.....	.....	.....	.....	.....	.....	.....
Rotterdam .....	.....	35,278	.....	359,677	.....	26,390	.....	46,780	.....	.....
Granton .....	.....	.....	.....	137,955	.....	.....	.....	.....	.....	.....
Boston, Eng .....	.....	.....	.....	131,440	.....	.....	.....	.....	.....	.....
Sharpness .....	.....	142,759	.....	.....	.....	.....	.....	.....	.....	.....
Total	10,198,927	8,869,110	13,709,538	19,180,632	1,272,701	1,529,315	4,000,946	7,040,392	1,118,115	319,351

Liverpool took the largest quantity of our shipments, the other ports following in the order named :

	RYE.		BUCKWHEAT.		FLANSEED.		TOTAL.	
	1899	1898	1899	1898	1899	1898	1899	1898
	Bus.	Bus.	Bus.	Bus.	Bus.	Bus.	Bus.	Bus.
Liverpool		37,151		232	285,551	244,000	7,322,180	8,731,791
London	56,272	8,241	8,726	108,183	50,357		5,855,047	7,001,818
Glasgow	154,286	280,404			75,353	80,432	5,214,398	5,652,992
Bristol	17,115	2,550	8,486	19,336	72,069		2,977,740	5,665,607
Antwerp		79,733	91,071	39,328	28,297	93,308	2,472,447	1,377,302
Hamburg		200,767	63,473	106,337	19,185		1,533,105	3,719,288
Belfast	175,927	133,792				838	1,461,818	1,876,420
Leith		179,704					1,118,256	2,386,688
Manchester							983,579	857,232
Dublin		22,443					974,125	1,275,088
Cardiff							803,598	
Aberdeen							297,734	81,045
Newcastle				11,265			235,531	211,530
Hull					191,106	400,498	191,106	616,315
Barcelona							112,025	
Cork, for orders								558,176
France								99,794
Rotterdam		66,902		46,438				561,465
Granton								137,955
Boston, Eng.								131,440
Sharpness								142,759
Total	403,600	1,013,687	168,756	331,119	732,916	819,076	31,591,551	39,102,682

The steamers of R Reford & Co. transported the bulk of the grain shipments, the Elder-Dempster steamers being second. Particulars in detail follow :

LINES.	WHEAT.		CORN.		PEAS.		OATS.		BARLEY.	
	1899	1898	1899	1898	1899	1898	1899	1898	1899	1898
R. Reford & Co....	2,283,751	1,676,901	2,952,400	3,726,496	454,458	371,042	1,549,753	2,148,337	245,945	32,731
Elder-Dempster....	2,634,119	1,350,325	2,239,002	2,956,826	169,859	150,069	638,751	671,879	237,043	131,556
Allan.....	1,975,171	1,862,947	1,632,406	2,395,216	323,672	647,128	931,128	2,057,837	194,110	92,975
Furness.....	689,782	89,971	2,410,410	587,779	129,957	9,127	483,427	266,900	128,405	.....
Head.....	587,818	377,013	1,681,199	2,305,783	4,089	6,568	9,879	245,936	187,340	.....
Leyland.....	675,792	.....	1,010,265	.....	83,352	.....	321,689	.....	146,372	.....
Johnston.....	608,911	734,668	1,085,724	1,079,792	90,641	105,096	.....	30,226	.....	1,943
Dominion.....	775,473	1,198,619	694,132	2,049,996	66,988	102,007	67,319	266,422	.....	49,730
Beaver.....	.....	642,141	.....	463,872	.....	88,039	.....	99,553	.....	10,416
Hamb'rg-American.....	.....	25,996	.....	1,076,732	.....	8,132	.....	237,261	.....	.....
Sundry.....	.....	944,437	.....	2,538,140	.....	43,000	.....	1,016,853	.....	.....
Totals.....	10,198,927	8,869,110	13,709,538	19,180,632	1,272,701	1,529,315	4,000,946	7,040,392	1,118,115	319,315

The steamers of R. Reford & Co. transported the bulk of the grain shipments, the Elder-Dempster steamers being second. Particulars in detail follow:

LINES.	RYE.		BUCKWHEAT.		FLAXSEED.		TOTALS.	
	1899	1898	1899	1898	1899	1898	1899	1898
R. Reford & Co.	129,078	362,666	8,726	21,867	284,512	134,016	7,846,733	8,474,986
Elder-Dempster.....	17,115		8,486	27,249	186,066		6,130,171	5,287,904
Allan	72,781	144,906		58,730	8,400	41,881	5,137,668	7,300,822
Furness			119,552		17,185		3,978,718	953,777
Head	184,626	189,529			90,306	838	2,695,257	4,115,667
Leyland			31,992		30,425		2,279,897	
Johnston.....							1,831,341	1,951,725
Dominion.....				59,972	116,012	104,007	1,719,924	3,830,753
Beaver.....				100		108,190		1,412,311
Hamburg-American		82,966		59,702				1,490,789
Sundry.....		233,620		103,500		430,144		5,309,694
Totals.....	403,600	1,013,687	168,756	331,111	732,916	819,076	31,591,551	39,102,682

MANITOBA GRAIN CROPS.

THE following figures will afford an idea of the yield of wheat and grain in the province of Manitoba alone during the past year. They are taken from the official report of the Manitoba Government.

WHEAT.

DISTRICT.	Area in Yield crop per acre.		Total yield.
	Acres	Bus.	Bus.
North-Western.....	137,700	18.08	2,588,760
South-Western.....	682,065	16.20	11,077,692
North Central.....	306,560	16.73	5,128,748
South Central.....	390,770	19.00	7,424,630
Eastern.....	112,000	15.02	1,702,400
Total 1899.....	1,629,995	17.13	27,922,230
Total 1898.....	1,488,232	17.01	25,313,745
Increase.....			2,608,485

OATS.

DISTRICT.	Area in Yield crop per acre.		Total yield.
	Acres.	Bus.	Bus.
North-Western.....	86,920	38.76	3,369,019
South-Western.....	196,020	39.00	7,644,780
North Central.....	90,160	38.02	3,444,112
South Central.....	111,156	42.01	4,679,667
Eastern.....	90,880	35.00	3,180,800
Total 1899.....	575,136	38.80	22,318,378
Total 1898.....	514,824	33.06	17,208,252
Increase.....			5,110,126

BARLEY.

DISTRICT.	Area in Yield crop per acre.		Total yield.
	Acres.	Bus.	Bus.
North-Western.....	18,590	30.00	557,700
South-Western.....	35,640	30.00	1,069,200
North Central.....	33,840	29.00	981,360
South Central.....	55,842	32.03	1,803,696
Eastern.....	39,000	24.08	967,200
Total 1899.....	182,912	29.04	5,379,156
Total 1898.....	158,058	27.06	4,277,927
Increase.....			1,101,229

MISCELLANEOUS.

DISTRICT.	Area in Yield crop per acre.		Total yield.
	Acres.	Bus.	Bus.
Flax.....	21,780	14.00	304,920
Rye.....	3,217	20.00	64,340
Peas.....	1,366	15.00	20,490



THE FLOUR TRADE

ALTHOUGH the exports of flour to foreign markets during the past season made by local millers show a considerable decrease as compared with 1898, this does not indicate that the demand for Manitoba grades had fallen off with previous years, or that these brands were meeting with less favor from foreign consumers. It is simply due to the fact that the demand for the same at home was so much greater than in former years millers had less to offer, in fact, in some instances during the past season they have been behind hand with their local orders in spite of the mills running to their full capacity. However, it is satisfactory to note that what export business was done, turned out fairly profitable to them. There has been a steady export trade done with Australia via Vancouver, but the quantities taken from the larger mills were not so great owing to the fact that others were in the market with similar brands. The local market was a fairly active one throughout the season, but prices did not fluctuate to the same extent as in 1898, which of course was due to the more settled feeling in the wheat market and the lower prices ruling for the raw article. The highest price the best brands of Manitoba patents realized in this market for the past six months was \$4.30, and the lowest for the same period was \$4.10. Strong bakers sold as high as \$3.90 and as low as \$3.70.

It will be noted from the following table that practically all of the exports from the port of Montreal were through shipments, and fully eighty per cent. of these consisted of United States flour, the exports of Canadian flour to Europe being light for the reasons outlined. The aggregate quantity of both flour and oatmeal handled via this port is somewhat heavier than last year, and it will be noted that the C. P. R. transported over half a million sacks, a large quantity of which come from Minneapolis.

The figures in detail are :—

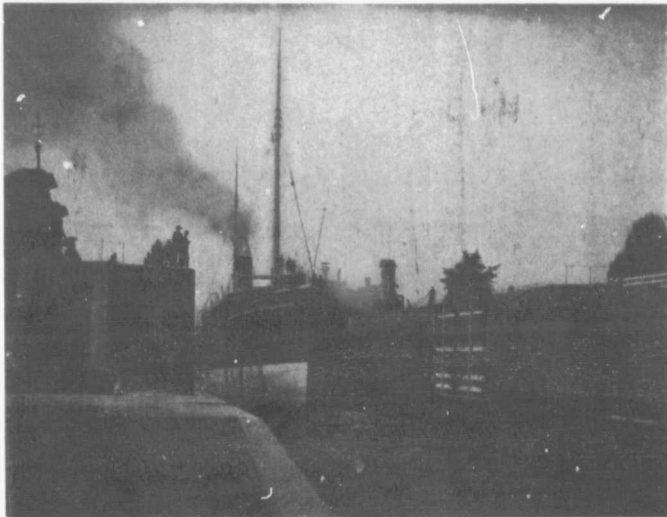
SHIPPERS.	1899.		1898.		1897.	
	Flour.	Meal.	Flour.	Meal.	Flour.	Meal.
	Sacks.	Sacks.	Sacks.	Sacks.	Sacks.	Sacks.
Lake of Woods Co....	44,655	.....	55,298	.....	61,400	.....
W. W. Ogilvie.....	5,972	.....	11,077	.....	25,800	.....
Kirkpatrick & Cookson	842	.....	.....	.....	.....	.....
Can. Pac. Ry.....	679,521	19,075	397,075	25,580	262,704	11,072
Can. Atlantic Ry.....	229,894	8,350	233,743	1,075	.....	.....
Grand Trunk Ry.....	495,078	25,987	424,708	27,269	435,460	18,314
G. E. Jacques Ry.....	17,000	.....	.....	.....	.....	.....
Sundry Rys.....	1,150	1,424	8,173	.....	21,050	1,970
Through freight.....	63,106	.....	20,237	.....	.....	.....
Totals	1,537,218	54,836	1,152,825	53,924	706,434	31,356

Most of the shipments were sent from here to London, while Glasgow this year assumes second place, Liverpool falling to third. The other ports follow in the order named :—

PORTS.	1899.		1898.		1897.	
	Flour.	Meal.	Flour.	Meal.	Flour.	Meal.
	Sacks.	Sacks.	Sacks.	Sacks.	Sacks.	Sacks.
London	544,554	4,732	470,050	5,635	328,273	2,190
Glasgow	308,812	15,214	164,070	18,115	153,891	10,585
Liverpool.....	299,359	18,578	261,473	18,158	91,962	10,076
Bristol.....	122,548	1,655	72,285	932	35,402	600
Leith	92,260	1,980	43,591	1,409	42,263	769
Aberdeen	55,459	3,750	41,256	5,000	.....	.....
Belfast	44,974	1,000	53,539	1,657	22,876	.....
Newcastle	31,389	.....	1,693	300	4,232	800
Dublin.....	30,672	4,011	30,887	1,278	8,380	4,536
Manchester.....	6,241	1,958	5,355	850	945	.....
Hamburg.....	600	2,000	6,449	690	8,966	1,020
Antwerp.....	150	.....	2,175	.....	1,970	750
Totals.....	1,537,218	54,836	1,152,825	53,924	706,434	31,356

The steamers represented by R. Reford & Co. handled the largest quantity of the flour shipments from this port this season, the Allan line being second, and the Elder Dempster third, the other companies following in the order appended:—

LINES.	1889.		1898.		1897.	
	Flour.	Meal.	Flour.	Meal.	Flour.	Meal.
	Sacks.	Sacks.	Sacks.	Sacks.	Sacks.	Sacks.
R. Reford & Co	520,673	13,574	280,368	22,090	246,470	19,770
Allan	469,296	15,663	331,225	17,139	236,672	1,420
Elder Dempster	282,529	4,179	232,274	932	168,238	152
Dominion	146,276	4,131	160,673	6,349	34,070	4,886
Head	55,896	5,983	68,130	2,735	26,600	.....
Johnston	44,831	8,998	11,069	430	6,750	.....
Leyland	11,476	440	.....	.....	.....	.....
Furness	6,241	1,958	5,355	450	.....	.....
Beaver . . . . .	.....	.....	23,712	2,054	6,835	1,700
Ham-American . . . . .	.....	.....	60,074	600	.....	.....
Sundry . . . . .	.....	.....	7,261	1,145	80,709	3,428
Totals	1,537,218	54,836	1,152,825	53,924	706,434	31,356



SS. ATHABASCA COMING OUT OF LOCKS, SAULT STE. MARIE.

TO
SETTLERS, LUMBERMEN,
and SPORTSMEN

*7,000,000 ACRES OF LAND, divided into Farm
Lots, for settlement in the Province
of Quebec.*

OVER
100,000,000 ACRES STILL UNSURVEYED

The fertile regions of LAKE TEMISCAMINGUE, the LAKE
ST. JOHN, the OTTAWA, the METAPEDIA
and the CHAUDIERE VALLEYS especially,
offer exceptional advantages.

Price of Fine Lots of 100 Acres, 20 to 50 cents per acre.

*For further information write to the Crown Lands Department
for Settler's Guide of 1896.*

In these regions the most fertile and valuable kinds of
timber for export and manufacturing purposes are to be found,
such as pine, spruce, cedar, maple, black birch, white birch, etc.
Plenty of spruce which is in great demand for pulp making.

THE EXPORT TIMBER TRADE

THE export timber trade to the United Kingdom and continental ports has been encouraging in regard to the volume of business, although the demand from American buyers was much greater this season than last. The saw mills in the Ottawa Valley did not operate during the latter part of April and May as in other seasons. The mills usually start about the 20th to the 25th of April, but this year it was well on to the first of June before they were in full opera-



TIMBER COVE NEAR QUEBEC.

tion. An important factor was the withdrawal of a number of the largest freight vessels from the St. Lawrence route which were chartered by the Imperial Government as transports for the war. The season has been a satisfactory one, as values in the English markets generally compared very favorably with a year ago. The total shipments for the season 1899 were 290,063,787 feet, showing a decrease of 15,369,806 feet, as compared with 1898; and a decrease of 2,356,282 with 1897.

RIVERS AND LAKES TO LET

ALL WELL STOCKED WITH TROUT FROM FIVE TO EIGHT POUNDS,
AND VARIOUS OTHER KINDS OF FISH.

THE LAURENTIDES NATIONAL PARK

ALONE CONTAINS HUNDREDS OF THE MOST
PICTURESQUE LAKES, TEEMING WITH FISH.

IT IS THE SPORTSMAN'S PARADISE!

GAME - GAME - GAME

Splendid shooting almost everywhere throughout the territory of the Province of Quebec, in the Ottawa district, Gaspesia, Beauce, Temiscouata, and in the county of Terrebonne and the St. Maurice Region.

GAME ABOUNDS IN THE FORESTS AND ON THE BEACHES.

In the National Park plenty of Cariboo, and the smaller fur bearing animals—fox, martin, mink, lynx, otter, pekan, etc., etc.; also BEARS! Moose frequently met with.

FEATHERED GAME:—Canada Goose, Duck, Woodcock, Snipe, Partridge, Plover, etc., in great numbers and in many places.

There is an absolute prohibition to hunt or kill beaver up to 1st Nov. 1902.

Hunting territories not exceeding 400 square miles for lease for nine years at \$1 per mile and upward.

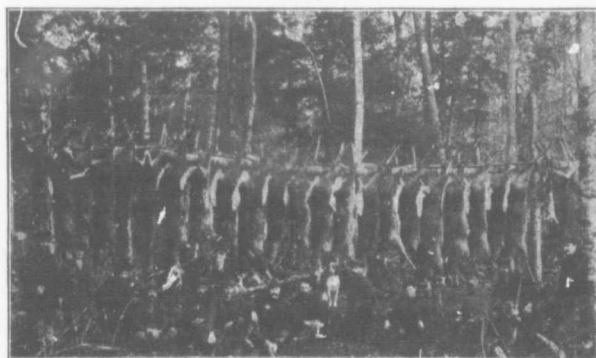
PERMITS:—1st class 25.

FOR LAND, LUMBER LIMITS AND GAME AND FISHING
LICENSES, APPLY TO

COMMISSIONER OF CROWN LANDS,
QUEBEC.

The following table shows the exports of timber made by the principal shippers from the port of Montreal for the season 1899 with comparisons :

	1899.	1898.	1897.
	Feet.	Feet.	Feet.
Dobell, Beckett & Co	54,852,000	77,000,000	98,000,000
W. & J. Sharples	52,166,308	62,488,502	56,829,640
Watson & Todd	52,152,000	44,819,842	38,125,185
Robert Cox & Co	35,732,949	39,627,140	36,319,608
J. Burstall & Co	26,887,315	30,802,571	30,359,130
McArthur Bros. & Co., Ltd.	24,368,952	35,595,538	32,786,506
Charlemagne & Lac Ouareau Lumber Co.	19,079,315		
Railways	8,198,528		
E. H. Lemay	5,934,000		
McLaurin Bros.	5,385,000		
D. Cream	1,268,840		
McLean, Kennedy & Co.	961,838		
Sundry Small Shippers	590,082	15,000,000	
Frank Ross	396,000		
Allan Line	380,358		
The Robert Reford Co., Ltd.	207,900		
Elder Dempster & Co.	192,236		
Furness, Withy & Co.	108,900		
River Plate Shipments.	1,201,266		
Total feet	290,063,787	305,433,593	292,420,060



Cable Address: MELDRUM.

Wm. Meldrum & Co.

+ EXPORTERS +

EGGS, BUTTER, POULTRY,
MONTREAL.

HISLOP & HUNTER, **Produce Commission Merchants**

Exporters of Eggs and Butter.

235 TO 239 COMMISSIONERS ST.,
MONTREAL.

Telephone 2942.

COLD STORAGE FACILITIES.

A. D. MCGILLIS, **Produce Merchant.**

596 St. Paul Street,

MONTREAL.

Specialties :

Cheese, Fine Creamery Butter & Fresh Eggs.

THE EGG TRADE

THE export egg trade started out somewhat later this season than last, which was due to the exceeding small receipts and the high prices ruling at producing points, but later on these obstructions were overcome, and as the demand from all foreign ports was good for the balance of the season an active export trade was done, which proves that this Canadian product is becoming more prominent in the English markets every year. As stated above the demand was good, and as the prices bid were somewhat higher than a year ago, ranging from 6s. @ 9s. 6d. c.i.f. per long 100, dealers here were induced to book heavily, consequently the shipments for the season made by some of the individual shippers show a large increase over 1898, and would have been still larger if a number of vessels had not been withdrawn from this route, in consequence of which some large lots will be forwarded during December and January via St. Johns N. B., and Portland. The season on the whole has been a fairly profitable one, and the prospects are that this branch of the export trade will steadily increase year by year. Messrs. William Meldrum & Co., who were the second largest shippers last year, head the list this year with a total of 23,125 cases, showing an increase of 5,625 as compared with 1898, while G. Wait & Co. come second with a total of 19,079 cases, showing a decrease of 4,921 cases with last year. C. Langlois & Co. take third place with a total of 11,170 cases, showing an increase of 3,660 as compared with 1898, and Hislop & Hunter have the fourth position with a total of 10,963 cases, an increase of 4,531 cases with last year.

The figures in detail are:—

	1899. Boxes.	1898. Boxes.	1897. Boxes.
W. Meldrum & Co.....	23,125	17,500	9,125
G. Wait & Co.....	19,079	24,600	28,870
C. Langlois & Co.....	11,170	7,510	6,355
Hislop & Hunter.....	10,963	6,432	9,185
J. Meldrum & Co.....	5,915	3,151	
P. W. McLagan.....	1,450	545	321
Union Cold Storage.....	1,200		
G. J. Brock.....	1,105	512	348
Loynachan & Scriver.....	750	875	
Mont. Cold Storage.....	637		
W. Nivin.....	500	550	
Sundries.....	181	5,435	1,050
Through freight.....	128,677	150,405	142,264
Total.....	194,752	217,515	197,518
Total 1896.....			141,853
Total 1895.....			94,897

Liverpool was again the destination for the greatest quantity of our exports, Glasgow remaining in second place, while Bristol takes third. On the other hand, the exports to London show a heavy decrease. The figures are:—

	1899. Boxes.	1898. Boxes.	1897. Boxes.
Liverpool	94,049	104,859	440
Glasgow	70,914	80,550	85,862
Bristol	22,501	11,395	4,507
Manchester	3,020	1,425	679
Aberdeen	1,603	800	565
London	1,560	17,537	9,085
Antwerp	325	.....	.....
Hamburg	150	.....	.....
Newcastle .....	.....	649	410
Leith .....	.....	398	.....
Total	194,752	217,515	197,518

The exports of eggs were handled by the different lines from this port as follows, the Allan line receiving the largest quantity:—

	1899. Boxes.	1898. Boxes.	1897. Boxes.
Allan	67,032	104,508	88,439
Dominion	42,854	29,114	21,734
Elder Dempster	36,938	11,425	4,617
Reford	33,032	29,174	29,950
Johnston	10,276	2,424	1,621
Furness	3,620	1,425	773
Leyland	1,000	.....	.....
Beaver .....	.....	39,355	14,414
Total	194,752	217,515	197,518

The through shipments of eggs exported via Montreal season 1899 ex G. T. R.

NAME.	ADDRESS.	Liver- pool.	Lon- don.	Glas- gow.	Bris- tol.	New- castle.	Aber- deen.	Man- chester	Total.
J. L. Turnbull.....	Hagersville.....	59				15			74
R. A. McGuinness.....	Belleville.....	414							414
B. Higgins.....	London.....	1,090			2,235				3,325
Waterloo Pro. Co.....	Waterloo.....	5,878		1,644					7,522
McNaughton & Walker.....	Chatham.....	400		1,401					1,801
Scott & Hogg.....	Galt.....	3,240		3,960					7,200
J. D. Moore.....	St. Mary's.....	4,400		5,600					10,000
Matthew Edwards Co.....	Port Perry.....	8,355		775					9,130
J. Richardson.....	Walkerton.....	4,785		2,025					6,810
Imperial Pro. Co.....	Toronto.....	2,920		620	342			200	4,082
D. D. Wilson.....	Seaforth.....	11,120		3,700					14,820
J. Wenger.....	Ayton.....	1,440	400	1,650			253		3,743
D. Gunn Bros.....	Toronto.....	500			1,594				2,094
S. Jackson.....	Simcoe.....	200							200
Dundas & Flavelle Bros.....	Lindsay.....	2,427	855	2,589	815				6,686
Scott & Scott.....	Alliston.....	5,235							5,235
E. Morgan.....	Delhi.....	661		323					984
Scott, Gillies & Co.....	Peterboro.....	499		556					1,055
Elmira Pro. Co.....	Elmira.....	651							651
Ottawa Cold Storage Co.....	Ottawa.....	15		1,478					1,493
Total.....		54,289	1,255	26,321	4,986	15	253	200	87,319

The through shipments of eggs over the Canadian Pacific Railway were :—

SHIPPERS.	ADDRESS.	LIVERPOOL.	GLASGOW.	LONDON.	BRISTOL.	MANCHESTER
W. Richardson & Co.....	Fergus	8,274	.....	.....	.....	.....
W. J. Caldwell.....	Arthur	477	.....	.....	.....	.....
Lloyd & Scully	Toronto	2,285	.....	.....	.....	.....
T. L. Turnbull	Dufferin	456	.....	.....	.....	.....
McNaughton, Walker & Co.....	Chatham	500	800	.....	.....	.....
D. Gunn, Bros. & Co	Toronto	2,070	1,625	175	3,490	1,725
J. B. Hawbridge	Aylmer.....	200	200	.....	.....	.....
Scott & Hogg.....	Toronto	140	800	.....	.....	.....
W. Ryan & Co	Toronto .....	.....	450	.....	.....	.....
Totals .....	.....	14,402	3,875	175	3,490	1,725

THE APPLE EXPORTS

EXPORTS of apples from Montreal this year show a considerable falling off as compared with last year. This has been due to the smaller crop this year, the attacks of insect pests in many sections leading to great shrinkage.

It is satisfactory to know, however, that returns on sound fruit have been good on the whole, though the exports of comparatively large quantities of poor wasty fruit militated against the general average return. Glasgow, this year, took the most of our direct shipments, Liverpool coming second. In 1898 this position was reversed. It is well to remember also, in considering the quantity credited to local account, that Montreal firms ship the largest percentage of their exports on through bills of lading direct from the orchards. This is apparent by a comparison of the total through shipments, and the total local. The Reford steamers again transported the largest quantity of the shipments this year, the Allan being second, and the Elder-Dempster third.

The local and through shipments in three years were as follows :—

	1899 Bbbs.	1898 Bbbs.	1897 Bbbs.
R. Crooks & Co	2,700		
Co-Operative Coy.....	1,948	1,208	
Irwin, Harris & Co.....	1,750	455	
J. J. Vipond.....	1,190	125	
F. P. Strong.....	1,117		
Hart & Tuckwell.....	908	1,520	11,968
H. Webling	832		
J. H. Spicer & Son.....	830		
Jno. Barry.....	779	1,499	138
Vipond & McBride.....	660	337	
G. Wait & Co.....	617	388	634
M. H. Peterson & Co.....	611		
L. Walverston.....	503		
F. Hamilton.....	493	1,901	3,148
W. F. Fisher.....	389		
A. J. King.....	385		
J. Caldwell & Co.....	380	842	
J. T. McBride.....	360	648	
R. W. Sheppard.....	319	230	
A. Bell & Co.....	300	507	
J. Mitchell.....	300		
Vipond, Peterson & Co.....	300		
Moquin & Cote.....	215		
C. Gillespie.....	207		
Grand Trunk Ry.....	210,113	330,508	119,542
Canadian Pacific Ry.....	36,861	85,520	18,338
Through Freight.....	425		
Sundry Shippers.....	1,867	10,539	10,933
Total.....	267,359 *	436,236	164,701
Exports in 1896.....			725,016
“ “ 1895.....			155,005

The fruit was distributed to the different ports in the following quantity :—

	1899 Bbls.	1898 Bbls.	1897 Bbls.
Glasgow	128,399	147,624	74,352
Liverpool	99,127	177,334	82,154
Manchester	20,686	32,382	771
Hamburg	8,661	1,714	6,778
London	5,126	50,708	4,901
Bristol	4,613	17,911	2,931
Leith	1,179	.....	1,144
Cardiff	327	.....	440
Antwerp	119	.....	11
Belfast	114	1,609	21
Dublin	8	.....	.....
Aberdeen .....	.....	5,693	298
Newcastle .....	.....	1,251	779
Total	267,359	436,236	174,580

It was covered by the different lines as follows :—

	1899 Bbls.	1898 Bbls.	1897 Bbls.
R. Reford & Co.	94,540	125,768	50,286
Allan	87,859	98,995	52,977
Elder-Dempster	32,251	35,272	4,281
Dominion	30,300	63,255	28,180
Furness	20,936	32,382	.....
Leyland	1	.....	.....
Head	2	1,106	.....
Beaver .....	.....	58,006	22,451
Johnston .....	.....	21,452	3,360
Sundry .....	.....	.....	13,045
Totals	267,359	436,236	174,580



PORTAL OF GRAND TRUNK RAILWAY, VICTORIA JUBILEE BRIDGE
OVER ST. LAWRENCE RIVER, MONTREAL.

PROVISIONS, LARD AND CANNED GOODS

THE aggregate exports of these three lines show a considerable volume of trade, and from the favor with which Canadian hams and bacon are looked upon in the British markets, there is no reason to doubt that it will be maintained, provided the high order of excellence in which Canadian hog products are offered to the British consumer is retained. The shipments of bacon and hams are somewhat smaller than in 1898; and this fact is mainly due to the light supplies of hogs obtainable in the country this year, the receipts at the live stock markets as well as the different packing establishments being smaller than in 1898. On the other hand, it will be noted that the shipments of lard expanded very heavily. The average high price which has prevailed explains this to a great extent, and this condition was due to the heavy shortage of butter in all dairying countries of northern Europe. The exports of Canadian lard to Hamburg for instance increased as compared with 1898 over 50 per cent. The export trade in canned goods is a relatively new departure, but it is steadily increasing. Up to very recently the exportable surplus of this line produced in Canada was relatively light, nearly all of our output being required for home consumption, and for shipment to the Pacific Coast mining regions, where better prices were obtainable than in Europe. With the steady growth that is going on in this branch of production, however, a yearly increase in our exports may reasonably be expected. Canada produces the raw material of the very finest quality for these prepared food products, and is certainly destined to be an important competitor in the World's markets. The Liverpool market was the destination for the largest aggregate quantity of canned goods, meats and lard, Bristol, London, Hamburg, Glasgow, and the other parts following in the order named. The following table will show the shippers:—

J. W. MOLSON & CO.

Marine & Fire

Underwriters

**101 ST. FRANCOIS-XAVIER ST.
MONTREAL.**



**Registered Mail and Ocean Insurances covered
under open Policy when required.**

CABLE ADDRESS "NOSLON."

The goods were distributed as follows :

SHIPPERS.	Lard		Meats.		Canned Goods.
	1899 Bxs.	1898 Bxs.	1899 Tierces.	1898 Tierces.	1899 Pkgs.
Lang P. & Prov. Co.....	7,087	4,162			752
J. W. Windsor.....					2,234
Montreal Canning Co....					700
G. J. Brock.....					616
Hudon, Hebert & Co.....					500
Rose & Laflamme.....					443
W. Clarke.....		600			330
G. E. Jacques.....					194
Hudson Bay Co.....	185				
A. Bell & Co.....					88
Bovril Co.....					16
Through Freight.....	7,837	111		750	1,634
G. T. Ry.....	66,461	95,284	69,393	58,799	21,477
C. P. Ry.....	56,055	52,874	101,776	30,912	38,765
C. A. Ry.....		3,446	2,825	7,719	
Montreal & Rochester Trans. Co.....					1,229
Intercolonial Ry.....	72		94		
Total.....	137,697	156,477	174,088	98,180	68,978

PORTS.	1899. Boxes.	1898. Boxes.	1899. Tierces.	1898. Tierces.	1899. Pkgs.
Liverpool.....	85,416	103,275	62,908	68,484	42,894
Bristol.....	28,297	29,176	58,100	9,450	1,615
London.....	5,952	17,775	16,413	5,960	11,236
Hamburg.....	153	875	26,879	13,046	
Glasgow.....	10,129	4,788	1,113		6,682
Manchester.....	1,080		3,140		2,128
Antwerp.....	5,660	50		700	
Belfast.....			750		2,798
Cardiff.....			2,000		
Newcastle.....	52	585	2,250	500	675
Leith.....		13	500	50	350
Aberdeen.....			35		600
Totals.....	136,679	156,537	174,088	98,190	68,978

The following lines handled the shipments :

LINES.	1899. Boxes.	1898. Boxes.	1899. Tierces.	1898. Tierces.	1899. Pkgs.
Elder-Dempster.....	34,026	33,177	67,775	14,960	20,706
Dominion.....	58,700	65,525	44,879	49,000	11,323
Allan.....	26,366	31,593	9,643	11,555	11,062
Johnston.....	9,358	743	3,634		13,824
Furness.....	1,192	875	35,719	8,447	2,128
R. Reford & Co.....	7,378	6,336	10,163	550	6,897
Head.....			750		3,018
England.....	668		2,525		
Beaver.....		18,288		10,560	
Totals.....	137,688	156,537	175,088	95,072	68,978

PRATTS POULTRY FOOD



• TRADE MARK REGISTERED •

What Pratts Poultry Food will do

FOR EGGS.—It will increase the quantity of eggs and make hens lay regularly.

FOR CHICKENS.—It cures chicken colera, roup, gapes, worms, rheumatism and all diseases. It produces bone, muscles and feathers. It makes the comb red, feathers lay smoothly, eggs fertile and makes larger fowl. It prevents leg weary, egg eating and unnatural habits. Moulting fowl, when fed Pratts Poultry Food, pay largely by their early laying qualities. Also young chickens grow quickly, healthy and free from all disease.

FOR TURKEYS.—Turkeys become robust and healthy. The numerous diseases young turkeys are subject to are never known where Pratts Poultry Food is fed.

FOR DUCKS, PIGEONS, ETC.—Duck, geese and pigeon raisers find it profitable to feed Pratts Poultry Food. No sickly, droopy fowl are ever seen where it is fed.

WHY PRATTS POULTRY FOOD CURES.—By regulating the seat of all diseases—the bowels, blood and digestive organs—it thoroughly renovates the system, thereby driving out all diseases, and makes the fowl robust.

REMEMBER, it does not contain poisons or chemicals, and, therefore, is safe to use at any time, and during all kinds of weather. It is a mild, stimulative tonic and regulator composed of roots, herbs and barks. On the direction circular in every package is our affidavit guaranteeing its purity and freedom from everything injurious.

PRATTS POULTRY FOOD is the greatest of poultry regulators known.

Ask for PRATTS
— take no other.

Sold in packages at 10c., 30c., 75c. and \$2.50 each

General Agent in Canada,

ROBERT GREIG,

29 Melinda Street,

TORONTO, Ontario.



EXPORT POULTRY TRADE

THIS branch of the trade has proved so successful during the past two seasons that it opened up much earlier this year, some shipments having been made at the latter end of October from this port, and the indications are that the exports will be much larger than a year ago, but they will not all go by way of St. John's, N. B., and Portland, as some large freight contracts have been closed by Canadian shippers with American steamship companies owing to the withdrawal of so many vessels by the Imperial Government which



SMITH'S FALLS, ONT., POULTRY FAIR.
(The largest Poultry Market in the Dominion.)

has caused a scarcity of such freight from the above ports during the winter season. The crop throughout the country of all lines is reported to be large, and of a good quality. Notwithstanding the former fact, however, prices for turkeys suitable for the export trade opened up fully 1c. per lb. higher than a year ago at 8c. @ 8½c. per lb. dressed, and chickens at 6c. @ 7c. The second

of the season's shipments* of fattened poultry, consisting of two hundred and sixteen dressed chickens, were shipped from the Dominion Poultry Illustration Station at Bondville early in November. They were a fine lot and were shipped in cold storage from Montreal to London poultry dealers. Advices from the first shipment some weeks ago report that they arrived in splendid condition, and were finding a ready sale at high prices. The manager there, A. P. Hillhouse, is now fattening a large shipment of turkeys for the English market for Christmas. The experiments of fattening poultry for that market has proved a great success to date, and the fowls have sold at prices that have left a handsome profit to the Dominion Government over and above all expenses, and there seems practically no limit to the possibilities in this line now opening up to the Canadian farmer.

In the season of 1899 eleven Illustration Stations for the fattening of poultry were conducted by the Dominion Department of Agriculture. At these eleven stations chickens were fattened, and at three of them turkeys also were fattened.

The rate of gain for the amount of feed consumed was very similar to the rate of gain under similar conditions during the season of 1898, and which has already been referred to.

The practice is to begin the feeding of the chickens, which weigh from three to four pounds when put up for fattening, during the latter part of August or early in September. The feeding period is about four weeks. The business can be carried on in Canada profitably from the middle of August to the middle of December. Any chickens not marketed in December can be frozen and kept in a good condition until they are wanted.

The first of the shipments from these stations was made to Liverpool in cold storage on the steamship "Vancouver," sailing from Montreal on October 7. The chickens of that lot were reported as having been landed in splendid condition, and sold at 7½d. per lb.

Two small shipments sent later were landed in a mouldy condition. That was because the cold storage room on the steamship was not filled with suitable cargo, and was filled up at the last minute with green lumber in one case and hay in another; two things which induced the growth of mould. Chickens sent forward in cold storage at a still later date have been reported as having been landed in fine condition.

The trade in these fattened chickens and turkeys is a growing one, and in the course of a few years will doubtless be one of considerable magnitude.

INTERESTING PRODUCE STATISTICS

A comparison of the exports of cheese and butter for the past twenty-five years reveals at a glance the enormous progress that has been made by the dairy produce industry. Since 1888 the difference in the relative exports of cheese has not been very striking, but this is explained by the expansion in the butter trade in the same interval. Our cheese industry at present is near its maximum, but not so our butter, for there is room for a great deal more expansion in its case than in cheese. Our exports of butter have once more assumed the proportions they filled in the seventies; in fact during the past three years they have exceeded them, and the expansion is only commencing. The premier position of Montreal as a produce export centre is clear when our exports are contrasted with those of New York and Boston, the figures for which have been procured from Produce Exchange and Chamber of Commerce of the respective cities. Reduced to pounds for purposes of comparison, our exports amount to 132,754,720 lbs. of cheese, and 31,573,500 lbs. of butter for the period between the 1st of May and 30th of November. New York's exports in the same interval were 16,139,550 and 27,697,440 lbs. respectively; and Boston's, 11,497,995 lbs. cheese and 2,885,682 lbs. butter. The exports from Montreal in the different years were:—

	Cheese.	Butter.
1899	1,896,496	451,050
1898	1,888,785	278,922
1897	2,102,985	225,268
1896	1,726,226	157,321
1895	1,716,007	69,664
1894	1,726,058	32,137
1893	1,682,946	76,914
1892	1,608,353	103,139
1891	1,352,670	81,801
1890	1,486,220	30,142
1889	1,157,854	41,957
1888	1,134,349	16,528
1887	1,104,065	60,353
1886	891,065	54,263
1885	1,076,601	66,545
1884	1,108,448	108,137
1883	859,812	92,764
1882	677,211	64,620
1881	551,847	130,481
1880	507,009	194,366
1879	518,249	180,322
1878	467,676	106,399
1877	398,138	87,245
1876	465,660	168,084
1875	507,062	115,417

The exports from New York as compiled by the Produce Exchange were as follows:—

YEAR.	Butter.	Cheese.
	lbs.	lbs.
*1899	16,139,550	27,597,440
1898	9,114,450	30,262,560
1897	18,817,500	48,742,800
1896	19,113,155	39,011,314
1895	10,464,752	38,212,327
1894	7,608,214	62,956,637
1893	5,331,611	59,275,787
1892	8,970,420	80,536,340
1891	11,468,545	70,849,871
1890	14,042,823	79,735,544
1889	13,981,917	77,643,238
1888	6,204,822	82,677,061
1887	8,245,545	80,176,258
1886	9,057,187	85,959,622
1885	11,306,985	91,771,106
1884	12,883,540	103,958,569
1883	17,612,679	109,485,199
1882	7,212,934	105,946,726
1881	15,859,485	140,856,149
1880	29,030,908	129,524,180
1879	38,464,753	136,665,047
1878	26,394,717	145,486,910
1877	24,249,145	118,355,868
1876	14,254,615	106,194,063
1875	4,250,409	88,385,052
1874	4,636,662	93,460,269
1873	3,587,376	87,477,483
1872	4,817,937	67,004,553
1871	7,153,252	81,540,662

* 1899 figures are from May 1st to December 2nd.

Exports of dairy produce from the Province of New Brunswick during the season of 1899:—

CHEESE.

11,580 boxes..... 810,600 lbs..... \$81,060

2,500 shipped through port of Montreal.

9,080 " " " " Halifax

BUTTER.

2,410 boxes..... 135,000 lbs..... \$27,000

Total exports of dairy produce to November 30th, \$108,060, or \$99,279 in excess of last season.



Through cheese via Montreal by G. T. Ry. Season 1899 :

Shipper.	Address.	Liv'r- pool.	Lon- don.	Glas- gow.	Bris- tol.	Leith	New- castle	Aber- deen.	Bel- fast.	Dub- lin.	Man- ches- ter.	Car- diff.	Total.
T. Winders	Ingersoll	1,119											1,119
J. R. Brower	Belleville	491	4,707		452								5,650
R. A. Sumster	Ingersoll	346	274	542	2,811	605	200					2,090	6,868
T. Watkins	Belleville	11,341	42,793	1,007									55,141
F. W. Brenton	"	4,700	7,878		2,393								14,971
L. W. Murphy	Kingston	332	5,575	1,005									6,972
J. J. Dickey	Brockville	7,703	1,629	70	191		250					298	10,132
W. J. Magrath	Belleville	2,302	5,647	690	9,591		530						18,760
J. Turnbull	Hagersville	713											713
T. B. Millar	Dorchester	3,430	883				1,704						6,017
Ingersoll Pkg. Co	Ingersoll	1,390	9,603	250		3,798			870	191			16,102
C. W. Riley	"	6,620	8,594	1,101			500		997		125		17,937
Imperial Pro. Co	Toronto	6,874	2,126			111							9,111
W. D. Grant	Brockville	962											962
Chas. Stewart	"	2,187											2,187
Park Blackwell Co	Toronto	536											536
O. E. Earle	Brockville	422	100	249		1,481		815					3,067
A. A. Davis	"	3,017	7,918	139	997								12,071
R. A. McGuinness	Belleville	626											626
J. W. Cook	Ingersoll	1,269	4,021	330	5,607								11,227
J. H. Ashton	"	100		82									182
Albertson Cheese Co	Jerseyville	190											190
Thos. Ballantyne & Sons	Stratford	920	10,430	3,571		869					677		25,467
G. J. Brell	Guelph		899			200							1,099
McLaren Bros	Stratford		1,087										1,087
Dundas & Flavelle Bros	Lindsay		246		18								264
Wm. Clinton	Belleville		653										653
A. Kirkconnell	Kincardine		1,078	893									1,971
Hodgson Bros	Montreal		135										135
Rutherford, Marshall & Co	Toronto		201										201
W. M. Sword	Utterson			93									93

Through cheese via Montreal by G. T. Ry. Season 1899 :—*Continued*—

Shipper.	Address.	Liv'r- pool	Lon- don.	Glas- gow.	Bris- tol.	Leith	New- castle	Aber- deen.	Bel- fast.	Dub- lin.	Man- ches- ter.	Car- diff.	Total.
H. Caldwell	Port Elgin			765									765
Tilson & Whitter	Bracebridge			37									37
J. Smith	Utterson			140									140
A. Anderson	Sprucedale			178									178
Butler & Thompson	Ingersoll			302									302
D. A. McPherson	"								150				150
R. R. Cranston	Lawrence										651		651
G. Pattison	Coe Hill										157		157
Total		57,590	125,477	11,504	22,060	7,064	3,184	815	2,017	191	1,910	2,379	233,890

The CHEESE MARKET REPORTS printed daily in THE GAZETTE are admitted to be the best published in Canada.

Address:

RICHARD WHITE, Man. Dir.,

Gazette Printing Co., MONTREAL.

Subscription, \$6.00 per year.

Butter ex G. T. R. exported via Montreal, season 1899 :—

NAME.	ADDRESS.	Liver- pool.	London.	Glasgow.	Bristol.	Man- chester.	Total.
R. A. Sunister	Ingersoll.	61					61
Imperial Prov. Co.	Toronto	2,584	100	279	1,603	639	5,205
I. Wenger	Ayton	480	65			71	616
St. Mary's Creamery Co.	St. Mary's	2,669	905			2,195	5,869
T. Ballantyne & Sons	Stratford	437					437
Ben Higgins	London	65					65
Scott & Scott	Alliston	323					323
R. A. McGuinness	Belleville	60					60
C. W. Thomas	Barrie	30				30	60
A. Kirkconnell	Kincardine	77	82				159
J. Turnbull	Hagersville	175		25			200
G. J. Brill	Guelph	512	1,256	986	57		2,811
Renfrew C. Co.	Renfrew	50	50	50			150
Hodgson Bros	Montreal	74					74
Toronto C. S. Co.	Toronto	110					110
C. W. Riley	Ingersoll	563					563
A. G. King	Toronto	26					26
Rutherford & Marshall	"		1,846				1,846
T. Watkins	Belleville		30				30
Croil & McCulloch	Montreal		999				999
Cabbott	London		526	552			1,078
Dundas & Flavelle Bro.	Lindsay		1,886	841	3,472	100	6,199
T. Ballantyne & Son	Stratford		1,657			594	2,251
D. Gunn Bros	Toronto		350		2,194		2,544
Jno. Ivor & Son	Strathroy			125		90	215
J. N. Zinkaim	St. Marys				3,780		3,780
F. E. Hawcroft	London					100	100
Willard & Co.	Toronto					50	50
European Export Association	"					24	24
Totals		8,296	9,752	2,858	11,106	3,893	35,905

The through shipments of cheese and butter by the Canadian Pacific Ry. were as follows :

SHIPPER.	ADDRESS.	LIVERPOOL.		GLASGOW.		LONDON.		BRISTOL.		CARDIFF.	
		Cheese	Butter	Cheese	Butter	Cheese	Butter	Cheese	Butter	Cheese	Butter
S. R. Brill	Teeswater Ont.	116	20		130	200	1,518				
Park Blackwell & Co.	Toronto		240								
Lloyd & Scully	"		1,908								
D. Gunn Bros. & Co.	"		1,524				650		4,411		
C. W. King	"		425								
Carleton Creamery Co.	Woodstock ... N.B.		773		309		233				
Toronto Cold Storage Co.	Toronto		131								
C. W. Riley	"	5,457	974	1,125	64	9,727					
Balfour & Co.	Schaw		100		170		80				
Imperial Produce Co.	Teronto	2,651	200			235		181			
W. D. Grant	Utica	72,703				2,967		187			
C. F. Jones	Ogdensburg .. N. Y.	5,303		4,347				2,047			
W. J. McGrath & Co.	Tweed		264					194			
T. W. Winders	Ingersoll		202								
A. T. Murphy	Shawville		910								
J. J. Dickey	Brockville	3,513				120					
A. A. Davis	"	419				618					
Jas. Clare	Tweed		35								
Chas. Abbott	London				357		131				
A. F. McLaren	Toronto			259				111			
R. A. Sinister	Brownsville			865		100		550		1,000	
H. Wright & Co.	Toronto					100					
W. M. Claxton	Pontypool					1,957					
G. J. Brill	Dundalk					205					
McLaren Bros.	Ingersoll					1,000					
A. D. Gillis	Ottawa					619					
Willard & Co.	Toronto										
R. R. Cranston	Lawrence										
Sundry	.....	2,389		524		16,145		1,809			
Total	.....	93,297	6,295	7,120	1,030	33,993	2,612	5,079	4,411	1,000	

The through shipments of cheese and butter by the Canadian Pacific Ry. were as follows :

The through shipments of cheese and butter by the Canadian Pacific Ry. were as follows :

SHIPPERS.	ADDRESS.	MANCHESTER.		NEWCASTLE.		ABERDEEN.		LEITH.		BELFAST.	
		Cheese	Butter	Cheese	Butter	Cheese	Butter	Cheese	Butter	Cheese	Butter
S. R. Brill	Teeswater	Ont.									
Park, Blackwell & Co.	Toronto	"									
Lloyd & Scully	"	"									
D. Gunn Bros. & Co. . . .	"	"									
C. W. King	"	"									
Carleton Creamery Co.	Woodstock	N. B.									
Toronto Cold Storage Co.	Toronto	Ont.									
C. W. Riley	"	"		3	5			466			
Balfour & Co.	Schaw	"	100								
Imperial Produce Co. . . .	Toronto	"									
W. D. Grant	Utica	N. Y.									
C. F. Jones	Ogdensburg	"									
W. J. McGrath & Co. . . .	Tweed	Ont.									
T. W. Winders	Ingersoll	"									
A. T. Murphy	Shawville	"									
J. J. Dickey	Brockville	"									
A. A. Davis	"	"									
Jas. Calre	Tweed	"									
Chas. Abbott	London	"									
A. F. McLaren	Toronto	"						715			
R. A. Sinister	Brownsville	"									
H. Wright & Co.	Toronto	"									
W. M. Claxton	Pontypool	"									
G. J. Brill	Dundalk	"						286			
McLaren Bros	Ingersoll	"									
A. D. Gillis	Ottawa	"									
Willard & Co.	Toronto	"		360							
R. R. Cranston	Lawrence	"	205								
Sundry					1,758		403		3,941		1,498
Total			205	460	2,063		403		5,408		1,498

Telephone Main 2992

A. Pallascio & Co.

- ≡ SHIP LINERS
 - ≡ CARPENTERS
 - ≡ CAULKERS
 - ≡ SPAR MAKERS, Etc.
-

Office : 1 PLACE ROYALE.

TELEPHONE :

Factory, Main 3927.

Office, Main 2992.

Dominion Window Bolt & Latch Works

MANUFACTURERS OF

Brass and Iron Latches
Window and Door Bolts
Hardware Specialties, Etc., Etc.

WORKS:

15, Busby Lane

OFFICE:

1, Place Royale

A SHORT HISTORY OF THE DAIRYING INDUSTRY IN NEW BRUNSWICK SINCE 1891.

THE dairying industry in the Province of New Brunswick is one of the most important to be found. The cool, moist climate, rich, deep, fertile soil watered by its numerous rivers, streams and lakes, and its broad pastures with plenty of shade trees seem to warrant the statement that there is no country yet engaged in this occupation with so many natural advantages for its successful operation than this country possesses. While our summer season is not probably so long as it is in provinces further West, yet we do not have to suffer the long droughts which are prevalent in other great dairying centers.

Dairying in this province was, I might say, only commenced in 1891, and even then on a small scale, for in that year only about one-eighth of a million pounds of cheese were manufactured. Many difficulties arose at that time to prevent a very rapid advancement. The following year hay and grain sold for high prices, and as a result the cows were in a majority of cases fed on a ration of straw, the effect of which was plainly visible the next season.

A system of Farmer's Institute meetings were established and held all over the Province, which soon began to show their good effects. The New Brunswick Government, realizing the vast importance of the dairy industry, decided to offer bonuses to the extent of \$150 for cheese factories and \$250 for creameries to any one who would erect and equip these factories. Many took advantage of this generous offer, and in 1892 sixteen factories were in operation, making 532,000 lbs. of cheese, and two creameries with an output of 31,000 lbs.

In 1893 five new cheese factories were built, the output being increased to about 100,000 lbs.

Between the years 1892-95 thirty-seven new cheese factories were established, making a total of fifty-three, with an output of 1,263,266 lbs.; and seven creameries were in operation, making 113,892 lbs. of butter.

With the year 1896 came a reverse in affairs, for during that season there was a shortage over the previous year of one-half a million lbs. of cheese and 32,000 lbs. of butter. The slump was

chiefly caused by the low prices realized for dairy products in 1895.

In 1897 we regained our old position so far as cheese was concerned, and a better price was realized for the output of the factories, but the creameries did not fare so well, and there was a still greater decrease in the make than in 1896, the whole output being reduced to about twenty tons. The rate of increase from 1897 up to the present time in cheese has been about one-half a million lbs. per year, while over three times as much butter has been made this year than last, the total output of the season of 1890 being 2,000,000 lbs. of cheese and 305,000 lbs. of butter.

OUR EXPORT TRADE.

Our export trade has been steadily increasing from year to year, as the following will show :

CHEESE.

1894.	1895.	1896.	1897.	1898.	1899.
205,000	442,000	450,000	465,000	832,767	1,500,000 lbs.

BUTTER.

1894.	1895.	1899.
40,000	55,000	243,705 lbs.

Reports from across the water have been very flattering regarding the quality of our goods, and now that we have a place in the Old Country market, extra efforts are being made by all our dairymen to hold the ground that we have acquired, which we realize is not so easy a thing to do in face of so many competing countries.

WINTER DAIRYING.

The winter dairying was first started in New Brunswick in 1897, when the Department of Agriculture leased the factory at Sussex, King's County, and established three skimming stations in connection therewith. A fair business was done during the winter of 1897-8, and it was decided to operate in the same county the following winter on a more extensive scale.

During the summer of 1898 a creamery was erected in Carleton County by private parties, and the work was continued in both King's and Carleton Counties during the winter of 1898-9.

The quantity of butter made was greatly in excess of that made the previous year, and the prospects for this winter are very encouraging.

It is now a dominant fact that the great industry is fairly established, and with the co-operation of all dairymen grand results must surely follow.

THE COAL TRADE

THERE has been a substantial increase this year in the imports of coal from the Lower Ports, as compared with last season, there being an increase of 81,171 tons. The bulk of the coal has come from the Dominion Coal mines at Sydney, C. B., and so numerous have been the contracts that several outside steamers were brought into requisition in addition to the regular fleet of turret and coal boats. The increase is also attributable to the fact that the railway companies purchased more freely than in past seasons. Following is a comparative statement for the seasons of 1898-99 :

	Gross tons. 1899.	Gross tons. 1898.
To Montreal	877,577	790,750
To Sorel	15,961	17,855
To Three Rivers.....	21,769	13,069
To Quebec	98,657	111,110
	1,013,964	932,793
Increase for 1899, 81,171 tons.		

CUSTOMS RECEIPTS

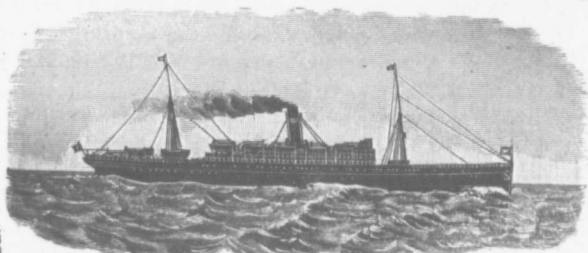
THE Customs receipts from the 1st of May to the close of navigation a year ago were \$4,922,552.08; while during the same period of 1899 the sum of \$5,390,136.94 passed into the exchequer of the country, to the credit of the Customs duties at Montreal, and increase of \$467,584.86 during the seven months.

Following are the amounts collected each month from May to November for the years 1898-99 :-

	1899.	1898.
May	\$ 684,385.71	\$ 601,775.66
June.....	706,606.22	460,479.58
July	800,210.89	1,150,558.87
August	902,946.64	709,710.59
September.....	743,930.32	639,052.68
October	803,854.17	683,721.21
November	748,202.90	677,253.49
	\$5,390,136.94	\$4,922,552.08

DOMINION LINE

ROYAL MAIL STEAMSHIPS :



(ST. LAWRENCE SERVICE)

SAILING IN SUMMER BETWEEN

Montreal, Quebec and Liverpool

SAILING IN WINTER BETWEEN

Portland, Me., Halifax, N.S., and Liverpool

FLEET OF PASSENGER STEAMERS	TONS	CAPTAIN
COMMONWEALTH [Building]	13,000	
*NEW ENGLAND [Twin Screw]	11,600	James McAuley
*CANADA [Twin Screw]	9,000	E. Maddox
*DOMINION [Twin Screw]	6,400	J. James
*CAMBROMAN	5,000	J. H. Moore
*VANCOUVER	5,000	R. O. Jones

ELECTRIC LIGHT SALOON AMIDSHIPS SPEED AND COMFORT

Built by Messrs. Harland & Wolff, the celebrated builders, Belfast, Ireland

SUPERIOR ACCOMMODATION

For First Cabin, Second Cabin and Steerage Passengers.

Passengers Accommodation on the Upper Decks

Well-Ventilated, Large Rooms, and Spacious Promenade Decks

FLEET OF FREIGHT STEAMERS

IRISHMAN [Twin Screw]	12,000 Tons
ENGLISHMAN	6,520 "
TURCOMAN	6,000 "
*OTTOMAN	5,000 "
*ROMAN	5,000 "

These steamers are the fastest in the trade, and personal attention is given to the handling and storage of Eggs, Cheese, Butter, Apples, etc., of a perishable nature.

STEAMERS MARKED * ARE FITTED WITH COLD STORAGE CHAMBERS.

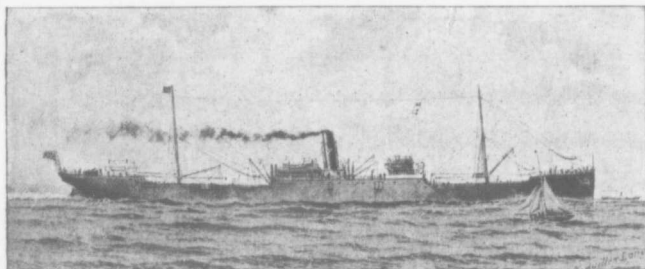
Through Bills of Lading given at all Grand Trunk and Canadian Pacific Railway stations.

For sailings and information, apply to the Railway or Local Agents of the Company, or

DAVID TORRANCE & CO., General Agents,
MONTREAL and PORTLAND, Me.

ULSTER STEAMSHIP COMPANY, LIMITED

HEAD LINE.



S.S. "RATHLIN HEAD."

The following First Class Steamers are intended to continue the regular service between the undernamed ports, under contract with the Canadian Government, during the year 1900:

S.S. Rathlin Head,	.. .. .	11,000
Torr Head,	.. .. .	10,000
Ranmore Head,	.. .. .	8,500
Glenarm Head,	.. .. .	7,500
Malin Head,	.. .. .	6,000
Inishowen Head,	.. .. .	5,000
Bengore Head,	.. .. .	4,500
Dunmore Head,	.. .. .	3,500
Teelin Head,	.. .. .	2,500
Glen Head,	.. .. .	2,400

IN SUMMER

Montreal and Quebec to Belfast and Dublin

IN WINTER

St. John, N.B., to Belfast ^{and} _{or} Dublin

For Freight and other particulars apply to

G. HEYN & SONS, Belfast, Managers Ulster Steamship Co'y, Limited
Palgrave, Murphy & Co., Dublin. Harold Kennedy, Quebec.

Wm. Thomson & Co., St. John, N.B.

C. P. R. Freight Agents at different points, or

McLEAN, KENNEDY & CO.,

Board of Trade Building, Montreal.

WESTERN AGENCY,

FRED. C. THOMPSON,

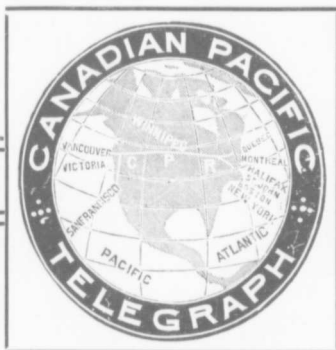
37 Yonge Street, TORONTO.



Canadian Pacific Railway's Telegraph

HAS EXCLUSIVE CONNECTION
WITH THE

POSTAL TELEGRAPH COMPANY
COMMERCIAL CABLE COMPANY



DESPATCHES
TRANSMITTED

WITH PROMPTNESS
AND ACCURACY

DIRECT WEST INDIA CABLE COMPANY
AND THE
DOMINION GOVERNMENT'S TELEGRAPH

TO THE YUKON

THUS REACHING ALL IMPORTANT PARTS
OF THE WORLD

HEAD OFFICE, - MONTREAL

Cor. St. Francois Xavier and Hospital Streets.

