



FORTY-EIGHTH ANNUAL REPORT

OF THE

COUNCIL

OF THE

MONTREAL BOARD OF TRADE,

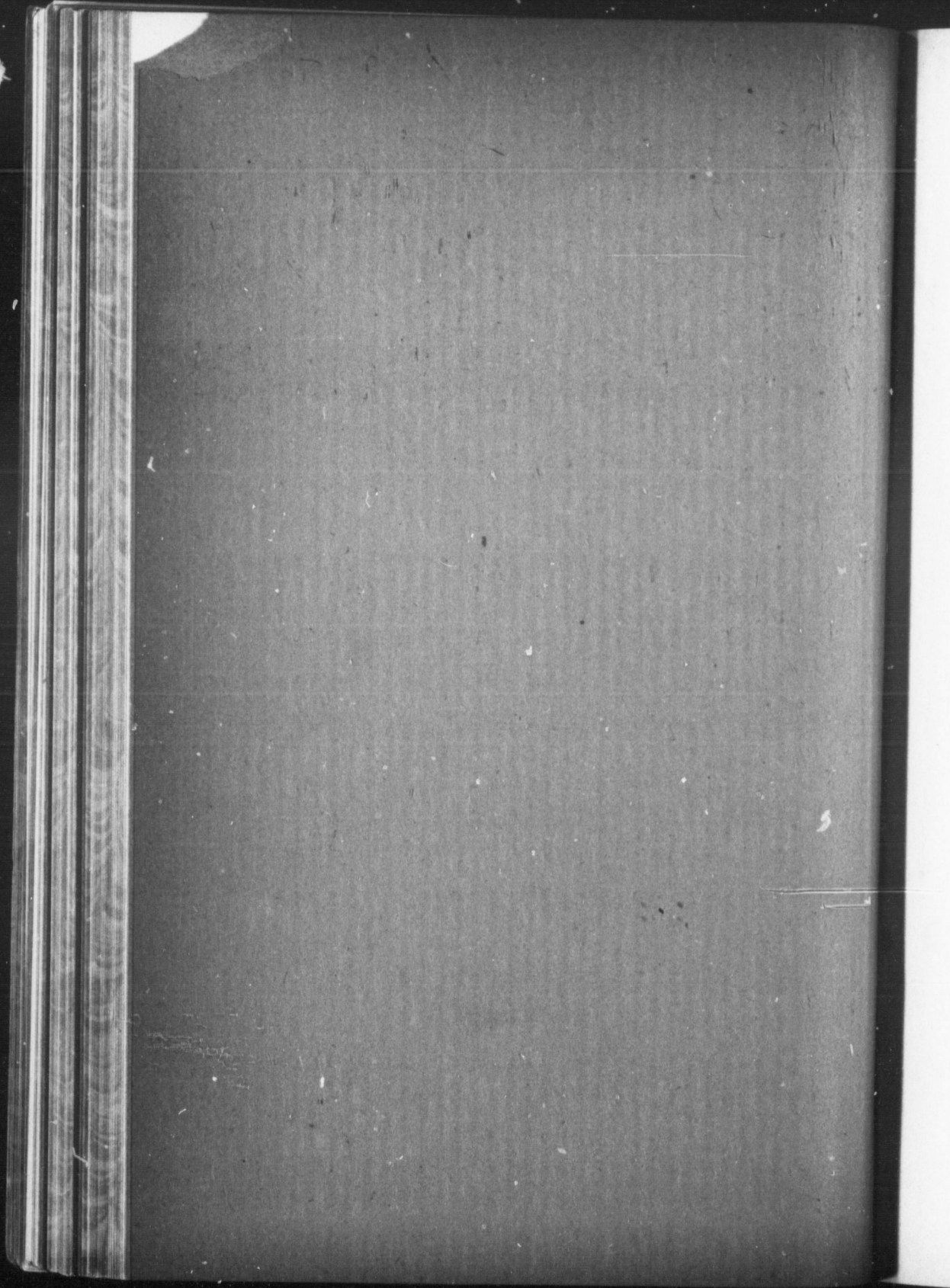
BEING

For the Year ended 31st December, 1890.

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

Montreal :

THE GAZETTE PRINTING COMPANY,
1891



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ADDITIONAL IN RE HARBOUR IMPROVEMENT.

Since the closing of this Report, it has been announced to the Council that Sir Hector Langevin's undertakings, as noted on page 6, have been fulfilled. Mr. Perley's report, as accepted by the Privy Council, has been published, and proves to be a practical acceptance and endorsement of Plan No. 6.

It is understood that in order to carry out the undertaking, the Government is ready to promote legislation which will put the harbour of Montreal on the same financial basis as the harbour of Quebec; and further, that indemnification for the harbour property which is to be expropriated by the city for street improvement, will be matter for an equitable adjustment between the two corporations.

The Council congratulates the membership of the Board, the shipping interest, and the citizens generally, on the successful result of this long-pending issue.

REPORT

TO THE MEMBERS OF THE MONTREAL BOARD OF TRADE.

GENTLEMEN,—

The By-Laws providing that the Council shall present at each Annual Meeting a general report of the proceedings during the last year, such a report for the twelve months that have elapsed since its election is here submitted.

Reviewing the business of the past year, it is noted that there has been but little acute commercial trouble, and what has occurred was owing rather to financial stringency occasioned by troubles in London and New York, than to over-trading or over-manufacturing in Canada. Still, it must be admitted that the year has not been an altogether prosperous one, as is evidenced by the statistics of failures in Canada compiled by the commercial agencies, which, although differing in certain respects, agree in declaring an increased number of bankruptcies during 1890. It is, however, difficult to arrive at any definite conclusions as to the situation from the returns published by the two agencies, for, owing to their systems of calculating the liabilities being different, they vary widely where decisive figures are most desirable. Both returns are, however, given for five years past, as follows:—

BRADSTREET.			DUN, WIMAN & Co.		
	No.	Liabilities.		No.	Liabilities.
1890	1,626	\$ 12,482,000	1890	1,847	\$ 18,289,000
1889	1,616	13,148,000	1889	1,777	14,713,000
1888	1,730	15,498,000	1888	1,677	14,081,000
1887	1,315	17,054,000	1887	1,252	10,386,000
1886	1,186	11,240,000	1886	1,256	8,861,000

The lack of prosperity was probably caused by the partial failure of the wheat crop in Manitoba, which promised well until the time of reaping, but then suffered from the frost and wet, and thus the quantity and value of the grain were reduced; the crops of coarse grain were also below the average throughout Canada. In the province of Quebec the agricultural interest is suffering from a second year of poor crops, general business being seriously affected thereby. The year has been a favourable one for dairy produce, the exports of cheese having largely increased. The cattle trade shows an increase of over forty per cent. in the number of animals shipped, but exporters state that it has not been a profitable year for them. The exports of lumber for the year from Montreal amounted to 179,306,860

ft., against 136,767,264 ft. last year. There is a falling off in the demand from South America, where political troubles have interfered with the trade.

A perusal of the following table respecting the volume of trade at Montreal shows that there has again been a marked increase in the number of sea-going vessels arriving at this port, and in their total tonnage. The Custom House figures of exports and imports are also satisfactory, the former being about the same as last year, and the latter, while less than in 1889 by over three million dollars, are yet in excess of all other previous years excepting 1882.

YEARS.	Sea-going Vessels arrived in Port.	Total Tonnage.	Value of Merchandise Exported.	Value of Merchandise Imported.	Customs Duties Collected.
			\$	\$	\$ c.
1890	746	930,332	32,027,176	44,102,783	9,201,426.86
1889	695	823,165	32,638,270	47,191,888	9,321,981.91
1888	655	782,473	24,049,638	39,866,527	8,778,291.32
1887	767	870,773	29,391,798	43,100,133	8,745,526.11
1886	703	809,699	28,078,330	40,469,942	8,362,618.94
1885	629	683,854	25,274,898	37,413,250	6,672,971.26
1884	626	649,374	27,145,427	42,366,793	6,772,675.68
1883	660	664,263	27,277,159	43,718,549	7,698,796.12
1882	648	554,692	26,334,312	49,749,461	8,395,654.07
1881	569	931,929	26,561,188	43,546,821	7,672,266.17
1880	710	628,271	30,224,904	37,102,869	5,231,783.80
1850	211	46,156	1,744,772	7,174,180	1,009,256.80

HARBOUR IMPROVEMENT.

Your Council, early in the year, appointed a Committee to press for acceptance by the Government of proposed Plan (No. 6) for Harbour Improvement and Flood Protection, and to watch over and promote the early extension of Harbour accommodation. The Committee consisted of Mr. H. A. Budden, its Chairman; Mr. R. M. Esdaile (President of the Corn Exchange Association), representing the import and export traffic; Messrs. Wm. Wainwright and T. G. Shaughnessy, representing the railway interests; and Messrs. R. Reford and D. A. Watt, representing shipping.

In May your President joined His Worship the Mayor in proceeding to Ottawa to urge upon the Government the importance of promptly dealing with the proposed plans for improvement of the Harbour. They were received by the Hon. Sir Hector Langevin, the Minister of Public Works, and the interview was attended by the Hon. Senator Ogilvie, Hon. Senator Drummond, Mr. J. J. Curran, M.P., and Mr. Alphonse Desjardins, M.P.

The delegates urged that, if the Government were determined upon a commission of engineers to enquire into the plans, such be appointed at once. Sir Hector expressed his regret at the reasons which had prevented the first named commission proceeding with its work, and promised that new commissioners should be appointed at once.

The Minister promptly fulfilled that promise, for within a few days Mr. John Page, Chief Engineer of Canals, and Mr. Louis Coste, Acting Chief Engineer of Public Works, came to this city and made examination of the Harbour, and enquiries of citizens respecting the improvement thereof. Those gentlemen thereafter submitted a lengthy report to the Minister, which was published in the city newspapers, its only recommendation being the following, which afforded little comfort to those anxious and hopeful for a speedy commencement of the works:—"In view of the importance of the subject, it seems to us that a special study of the action of the ice in the harbour should be made in connection with any projected work of improvement in the upper part of the harbour of Montreal before we would feel justified in advising the Government to sanction unconditionally the construction of any such work."

Following the publication of that report, your President attended, by invitation, a meeting of the Civic Committee on Harbour Improvement, held at the City Hall on 20th June, at which the Chairman of the Harbour Board was also present. The result of this conference was that the Acting Mayor and the Chairman of the Finance Committee were appointed to accompany the Chairman of the Harbour Board to Ottawa to urge upon the Government that the work of harbour improvement be forthwith proceeded with, those gentlemen doing so on 24th June. At that interview the Minister requested that the Harbour Board would furnish him with any additional suggestions that would assist in meeting the views of the city and the requirements of the harbour, and this was subsequently done.

The Council's Committee, which had continued to meet from time to time, felt that before proceeding further it was necessary for it to be informed as to the views of the Government upon the question, and accordingly arrangements were made for an interview at Ottawa with the Premier and Minister of Public Works. Sir Hector Langevin, however, intimated that he would receive the deputation in this city on 29th Nov., and was then waited upon by some members of that Committee, together with representatives of the Civic Committee, of the Harbour Commission, and of the Shipping Interest, Mr. J. J. Curran, M.P., also attending.

Mr. H. A. Budden, the Chairman of the Council's Committee, was spokesman on the occasion, and after dwelling on the necessity for speedy action towards the enlargement of the Harbour on account of the growing trade of the port, and the inconvenience to the business of the harbour caused by the temporary dyke, he asked the Minister whether the Government had yet come to any decision on the plans submitted.

Sir Hector, in replying, said that the deputation could not be more anxious for a solution of the problem than he was himself, but that unavoidable delays had occurred in the study of the various plans submitted. Now, however, he was not only in possession of the report of the engineer (Mr. Perley), but he had reported favourably upon it and had sent it before the Privy Council, by whom it would probably be considered at an early date. In conclusion, Sir Hector said that so soon as the Cabinet came to a decision, which he hoped would be at a very early day, that decision would be communicated to the three very important bodies the deputation represented.

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

The term of office of Mr. Hugh McLennan, the Representative of this Board on the Harbour Commission, expiring on 4th August, a Special General Meeting of the corporation of the Board of Trade was, in accordance with the provisions of Act 39 Vic., Cap. 38, held on that date, when Mr. McLennan was re-elected by acclamation for another term, ending the first Monday in August of 1894.

The following is Mr. McLennan's report for the past year as Representative of this Board on the Board of Harbour Commissioners:—

MONTREAL, 6th January, 1891.

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

GENTLEMEN,—The report submitted by me at the close of 1889 summarized the progress made towards the adoption of plans for enlarged wharf accommodation and protection of the city from inundation.

I regret to report that the Government has thus far withheld approval of the proposed plans, owing, apparently, to representations from outlying municipalities that the construction of wharves and piers proposed might increase the danger from high water upon the south shore of the river. I have reason to believe, however, that the thorough investigation by experts instituted under the direction of

the Government has resulted in entire approval of the plans referred to, and that the sanction of the Governor-in-Council will be announced at an early date.

Thereupon it will be the duty of the Harbor Commissioners to enter upon the construction of the proposed work with such energy as to keep abreast of the increase of the trade of the harbor.

In addition to the ordinary repairs attended to during the past season, the most easterly pier upon the existing plans of the harbor, has been constructed to an extent enabling the St. Lawrence Sugar Refinery to discharge and ship cargoes at their works.

The plant of the Trust is being put in thorough repair, and a new dredge of large capacity and improved construction will be ready for work upon the opening of navigation.

The total revenue from dues, amounting to about \$258,000, shows an increase of about \$9,000 over 1889.

Yours respectfully,

HUGH McLENNAN,

Harbor Commissioner,

Representing the Board of Trade.

REPORT OF THE CORN EXCHANGE REPRESENTATIVE ON THE HARBOUR COMMISSION.

MONTREAL, Jan. 10, 1891.

To the President and Committee of Management of

The Montreal Corn Exchange Association:

GENTLEMEN,—I have the honour to report that during the past season work has been continued on the wharves at Hochelaga, and that satisfactory progress has been made, notwithstanding that some delay was occasioned by the unusually high water in the early part of the season. In the month of September last the new pier opposite the premises of the St. Lawrence Sugar Refinery was ready for use, and was occupied by several vessels during the remainder of the season, thus affording the accommodation very much needed by the important industries in that vicinity.

In the season of 1889 the Harbour Commissioners took charge of the buoys and beacons between Montreal and Quebec, by arrangement with the Minister of Marine and Fisheries. Last year the service was performed by the Sincennes McNaughton Line under contract with the Department; and, so far as the Commissioners are aware, the work has been well done and without cause for complaint.

With a view to increasing and otherwise improving the electric lighting of the Harbour, a contract was made, early in the year, with Messrs. Craig & Sons, by whom the work was done during the season in an efficient and satisfactory manner.

During the past year the Commissioners have had frequent communications with the Dominion Government on the subject of the plans for Harbour Improve-

ment and Flood Prevention, which have been submitted for the approval of the Governor-in-Council. Very much to the regret of the Commissioners, that approval has not, as yet, been obtained. The Government, having in view the many and important interests involved, has felt it necessary to submit the plans to the examination and criticism of the highest engineering authorities of the country before coming to a decision upon them. While they, in common with the citizens generally, regret the apparently unavoidable delay which has occurred, the Commissioners have reason to believe that a decision will be reached before many days, and they have every confidence that the opinions of the very able experts, to whom they understand the plans have been finally submitted, will be such as to lead to their immediate sanction and approval by the Government.

The shipments of Grain from this port during the season of 1890 were as follows :

Wheat.....	2,171,817 bushels
Corn.....	4,805,035 "
Peas.....	1,382,224 "
Oats.....	210,000 "
Rye.....	240,863 "
	<hr/>
	8,809,939
	<hr/>
	"
	"

Showing a decrease from the export of 1889 of..1,033,236 "

The revenues of the Harbour continue to show a satisfactory improvement. The increase in 1890 over 1889 is about \$9,000, of which \$4,000 is on Imports, \$4,000 on Exports, and \$1,000 on Local Traffic.

Very respectfully,

CHARLES H. GOULD,

Representative of the Corn Exchange Association

on the Board of Harbour Commissioners.

Mr. Chas. H. Gould's term of office as representative of the Corn Exchange Association on the Board of Harbour Commissioners expires on the first Monday in August of this year, on which day, in accordance with Act 39, Cap. 38, a Special General Meeting of this Association will be held for the election of a Representative to serve for the four years ending in August, 1895.

IMPROVED FACILITIES NEEDED FOR THE LIVE STOCK TRADE.

This question is closely connected with that of general enlargement of the Harbour, and has been anxiously considered by the Council. The Live Stock exporters have intimated that the great need is for special

wharves, say at Hochelaga or Windmill Point, where ocean steamers could receive their living freight after the general cargo had been completed, to which wharves both railways should have access,—and also that there should be Union Stock Yards adjacent to such wharves. The Council is at one with them in this opinion, in so far that it considers a Union Stock Yard most desirable. Your President attended by invitation of His Worship the Mayor, a meeting held on 3rd October at the City Hall, to consider what could be done in regard to this matter, and it is hoped that now the Civic, Commercial, and Shipping interests have joined hands thereon, a solution of the question may ere long be arrived at.

NAVIGATION OF THE SHIP CHANNEL.

The Council urged upon the Government the necessity for a re-survey of that section of the ship-channel of the St. Lawrence lying between Cap à la Roche and Frechette's Island, and also that arrangements should be made for the fall season whereby navigation at the Point aux Trembles shoals near the latter island would be made practicable after dark. The Department complied with this request most promptly by placing two lightships on the Point aux Trembles shoals, and arranged that this temporary expedient should be continued up to the close of navigation. The re-survey of this channel has been partially completed, and the results will shortly be published, while the matter of shore-leading lights for the proper guidance of pilots passing through it, is under the consideration of the Minister. Money has been provided for the completion of the channel improvements as far as Cap à la Roche, where the works of the Harbour Board ended, and further provision will doubtless be made in the parliamentary estimates of next session for the continuance of the works beyond that point.

The Council desires to acknowledge the action of the Department in retaining in position the buoys and lightships beyond the usual date on account of the prolonged season of navigation.

LIGHTS AND FOG SIGNALS IN THE RIVER AND GULF.

As recorded in last year's Report, the Council obtained through the Ship Agents of this port a number of written opinions from their captains as to the points in the river and gulf at which additional signals and lights were needed. Those opinions were forwarded to the Honourable the Minister

of Marine, who, in acknowledging on 28th January, wrote in substance as follows:—That he was pleased to have the information gathered by the Council,—that the points raised in the Council's letter were receiving attention,—and that the Department was arranging for a thorough enquiry into and an exhaustive report upon the whole system of fog signals, lights and buoys of the St. Lawrence.

In September the Minister was addressed to the effect that as complaints were often made that the report of the signal gun at Belleisle was frequently inaudible, it should be replaced by a sound rocket as being a more effective signal, and further recommending that a sound rocket service be established at Heath Point. The Deputy Minister replied intimating that the Council's recommendation would be adopted so far as Belleisle was concerned, but that owing to the peculiar conformation of the land at Heath Point, the Department's engineer considered it questionable whether any description of fog signal would there prove very effective. In acknowledging this letter the Council said that ship agents and captains were agreed in considering an efficient fog signal service at Heath Point of the greatest importance to navigation in that locality.

A DEEP WATER WHARF NEEDED AT THE QUARANTINE STATION AT
GROSSE ISLE.

The construction of a deep water wharf at the Quarantine Station at Grosse Isle, was recommended to the Government by the Council of this Board in March, 1887, and therefore your Council did not hesitate to agree to the request of the Quebec Board that it would in conjunction with that Board, renew its representations in favour of so necessary an adjunct to the quarantine station. Desirable at all times, for in rough weather the landing of sick passengers is an impossibility, the need of a deep water wharf would be urgently felt should an epidemic sickness prevail for a season among the immigrants en route to this country.

PILOTAGE.

In February a lengthy communication was received from the Montreal Pilots' Committee, asking this Board's support in procuring certain changes in the regulations governing the pilots, the chief of which was that an experienced pilot should be named by the Government to represent them on all questions in which they are interested, working conjointly with the Harbour Commissioners.

The Council after special consideration of that letter, addressed the Minister of Marine, stating that in its opinion the Pilots' request for representation when questions are being discussed in which they are interested was not an unreasonable one.

This action was communicated to the Pilots' Committee, who replied expressing their pleasure that the Council had favoured the most important of their requests.

HOSPITAL DUES AND THE RIVER POLICE.

The long agitation against the imposition of River Police dues upon shipping at this port has been ended by the disbandment of the River Police Force and the consequent abolition of the dues collected from shipping for their maintenance. The Civic Police, who now have charge of the wharves, have proved fully equal to their duties, and the shipping interest of the port has expressed its satisfaction with the protective service afforded by them.

The question of Hospital Dues remains in abeyance, but has not been lost sight of.

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

The Council, at the request of the employers of steamships engaged in the import of coal from the Lower Province mines, addressed the Government protesting against an order of the Department of Marine that such steamships even though holding British inspection certificates, should have their engines and boilers inspected. The Department replied that such steamers would be allowed to finish the present season without Canadian inspection, but that next season they must pay the dues and in all other ways comply with the requirements of the Steamboat Inspection Act.

Quite recently a further communication from the Department has been received stating that the Minister of Marine has given the matter his most careful consideration and has come to the conclusion that such steamships will have to be inspected in Canada and pay the fees and dues, the law not allowing any alternative, and the Minister of Justice states that in his opinion the Act is applicable to these vessels. The letter concluded with a reminder to owners or agents that it is therefore advisable they should prepare for the inspection of such steamships next spring.

The Council, in replying to this last intimation from the Department, expressed its regret at the decision arrived at and urged that, if under the present law re-inspection of these steamers was unavoidable, the law should be amended so that steamers holding certificates of recent British inspection should not be subject to Canadian inspection.

REDUCTION OF CANAL TOLLS.

The Council, at the first meeting after its election, approved a letter to the Premier, asking that the usual Order-in-Council, reducing the rate of Canal Tolls on grain bound for Montreal or ports east thereof, be issued at an early date; that oats be included in such reduction, and that the Order remain in force until legislation be enacted abolishing or permanently reducing the Canal Tolls. The Government promptly granted, by Order-in-Council dated 26th February, the reduction of tolls on grain, but as in previous years, the reduction was for the season only, which is much to be regretted. To procure the inclusion of oats in the reduced rate, additional representations were necessary, the Government conceding that point by another Order-in-Council dated 5th May. These Orders-in-Council having now lapsed it will be necessary at an early date to again ask for their renewal.

REBATE OF CANAL TOLLS CLAIMED ON GRAIN TRANSSHIPPED AT OGDENSBURG.

Although it has not been deemed necessary that the Council should take any action with regard to this matter, it was brought to its attention, and reference to it is in order. It appears that some inland forwarders contend that the rebate on canal tolls on grain bound for Montreal, or any port east of Montreal, should still apply when such grain is temporarily stored at Ogdensburg. The Government hesitated to grant the rebate under such conditions, fearing probably that in the future the United States Government might advance the claim that the rebate should be allowed even if the grain was not reshipped from Ogdensburg by the St. Lawrence, on the ground that to refuse would be to discriminate against the United States, and therefore a violation of Article xxvii. of the Washington Treaty. Such a claim would, however, be without foundation, for the rebate is available to United States and Canadian vessels alike, provided they bring the grain to Montreal or any port east thereof; and so long as no discrimination is practised against United States vessels, the terms of the treaty are fulfilled.

The Council has been informed by the inland forwarders interested that at the close of navigation the Government acceded to their request, and refunded the rebate on all grain transshipped at Ogdensburg and subsequently shipped for Montreal or any port east thereof.

DEEPENING OF THE ST. LAWRENCE CANALS.

At the request of the Canadian Marine Association, the Council co-operated with it by deputation in urging upon the Government the deepening of the St. Lawrence Canals to fourteen feet, the Montreal delegates also urging, with consent of the western representatives, the need for enlarged basins at the lower end of the Lachine Canal. The Premier, Sir John A. Macdonald, received the deputation very cordially and assured it that the Government intended to proceed with the deepening of the canals, and said that the Engineer-in-chief of the Canals calculated that the work of enlargement would be completed throughout the St. Lawrence Canals within the next three years.

The Council is informed that fair progress is being made in the works referred to, which is satisfactory, but it anxiously looks for a commencement of the increased basin accommodation at the lower end of the Lachine Canal, as by that means can most quickly be obtained the greatly needed increased wharfage accommodation for the shipping of this port, ocean as well as inland.

LACHINE CANAL DUES ON COAL.

A request was preferred that the Council would address the Government respecting the charge of 3 $\frac{3}{4}$ c. per net ton levied on coal going to any consumer this side of Cote St. Paul, which was not levied on coal going beyond there, and hence the charge discriminated against consumers this side of that point; moreover, it was urged that as the tax was imposed with the view of deterring craft from entering the canal to evade the payment of Harbour dues, and as the coal in question had already paid dues in the Harbour, that it should be freed from Canal tolls.

The Council, made enquiry into the matter, and received the following explanation from the Collector of the Lachine Canal, which it deemed so satisfactory that no further action was taken:—In 1861 all tolls were abolished on the Lachine Canal, and in consequence of such abolition the canal became crowded with river craft, which went into it to avoid harbour dues. The Government, therefore, imposed wharfage

charges in the canal of fifteen cents per ton on iron, ten cents per ton on merchandise, and ten cents per chaldron on coal; but subsequently manufacturers on the canal were allowed the privilege of unloading their coal at the old rate of toll, viz., three and three-quarter cents per ton, and this has been collected ever since on all coal unloaded by manufacturers on the canal this side of Cote St. Paul. Beyond Cote St. Paul it is not collected, owing, probably, to the Government not having contemplated the erection of manufactories so far west.

CANAL TOLLS ON SAW LOGS AND SAWN LUMBER.

In January, 1889, the Minister of Railways and Canals was addressed regarding the discrepancy between the rate of canal tolls on saw logs and that on square timber, and also with respect to the collection of tolls from the manufactured product of the saw logs when one rate of toll has already been paid on raw material, the letter asking: (1) That the tolls for the passage of saw logs and sawn lumber through the canals might be assimilated, and (2) That sawn lumber manufactured in Montreal might be treated in the same way as flour similarly produced, and passed out of the canal free.

Owing probably to the illness and death of the Minister, the reply to this request was not received until March, 1890, and was to the effect that after careful consideration of the Council's communication, the Department saw no reason to alter the system at present in force.

LEASING BY GOVERNMENT OF WHARFAGE SPACE ON CANAL BASINS.

Upon apprehension being expressed that the wharfage space on the Canal Basins was being leased by the Government to private parties without due regard for public requirements, present and prospective, the Council made enquiry into the matter, which showed that no complaint was forthcoming from interested parties. The Government was, however, addressed to the effect that in view of the possible need for the leased wharfage space by the growing trade of the port, such leases should be terminable by brief notice at pleasure of the Government.

INCREASED BRIDGE ACCOMMODATION NEEDED ACROSS THE LACHINE CANAL.

Consideration of the great need for increased bridge accommodation across the Lachine Canal resulted in the adoption by the Council of the

following resolution on 16th December, the same being thereafter communicated to the Minister of Railways and Canals:—

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

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

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

CORNWALL CANAL IMPROVEMENT.

Quite recently the Council received a deputation consisting of representatives from the Cornwall Board of Trade, the manufacturing interests of that city, and Dr. Bergin, M.P., who submitted a scheme for improvement of the canal, which differs greatly from that adopted by the Government and now in progress. The President of the Corn Exchange Association and representatives of the two forwarding companies attended the meeting by invitation, and a resolution was adopted expressing its desire that your Council should endeavor to induce the Government to reconsider the adopted plans for the enlargement of the Cornwall Canal.

The Council, at its next meeting, considered the matter and resolved to ask the Government to appoint a commission of engineers, who should be entirely independent of the Department of Railways & Canals, and who should examine into the whole question of the location of the Cornwall Canal and report thereon to the Government. It is earnestly to be hoped that the Government will accede to this request.

CANAL FROM HEAD OF WILLIAMSBURG CANAL TO FOOT OF IROQUOIS CANAL.

The Council was addressed by local interests to the effect that the Government contemplated constructing a canal at this point, and asking this Board to urge the Government to push on with the work. It appeared though on enquiry, that while a canal at the point referred to would be a convenience to navigation, that there were other places in the river where the current was worse, and as any general canal construction was impracticable, the Council deemed it inexpedient to recommend the carrying out of the proposed extension.

THE KEEPING OPEN OF THE CANALS ON SUNDAY.

The Council has again to acknowledge the promptness with which the Department of Railways and Canals has met its requests that craft be allowed to pass through the canals on certain Sundays when, owing to some hindrance, it became evident that unless their downward passage was thus expedited, the ocean steamers waiting for the cargo such craft were bringing, would be delayed to the serious loss of their owners.

While averse to increasing work on Sundays, the Council believes that in the near future arrangements will have to be made whereby craft are not delayed in their journey by the circumstance of their happening to arrive on that day at a point where navigation is practicable only by means of a canal.

SUPERINTENDENCY OF THE LACHINE CANAL.

An impression prevailing among those most interested that the Government contemplated superannuating Mr. Michael Conway, the Superintendent of the Lachine Canal, the Council authorized, in May, the communication and endorsement of a memorial to the Minister of Railways and Canals from the ocean and inland shipping interests and general merchants, praying that that highly esteemed officer be not yet superannuated. A few months later, on October 15th, Mr. Conway's death gave sad occasion for a renewal of the expressions of satisfaction at the manner in which he had discharged the duties of his office during his long tenure thereof.

The Council thereafter addressed the Government, stating that as apprehension was felt by those most concerned that a person not fully qualified for the superintendency might be appointed, it ventured to urge the importance of none but a thoroughly competent man being entrusted with the management of so important a section of the St. Lawrence route.

Upon the appointment of a superintendent being unofficially announced in the city newspapers, efforts were made to induce the Council to oppose the confirmation of the appointment, but such action was not taken. Later on, however, the Corn Exchange Committee of Management presented to the Council by its President and Acting President a resolution recording the earnest protest of that Committee against the appointment of other than a practical and experienced man to be superintendent of the Lachine Canal, and the Council was asked to forward the resolution to the Government with its endorsement. The Council was unwilling to decline to accede to this request of a constituent Association of the Board, and

therefore complied with it to the extent of communicating the resolution to the Premier.

Sir John A. Macdonald, in replying, said that he had every reason to believe that the new superintendent, by his conduct and management of the important office to which he had been appointed, would fully justify the selection of the Government. The Council sincerely hopes, in the interest of those concerned in canal navigation, that nothing may occur to warrant the distrust so generally felt regarding this appointment.

HORSE TOWAGE TEMPORARILY PROHIBITED ON A SECTION OF THE CORNWALL CANAL.

A circular was issued by the Superintendent of the Cornwall Canal on 4th August, embodying an order from the Department of Railways and Canals, which stated that in view of the works of enlargement of the Cornwall Canal, all towage by horses between Lock 20 and the lower entrance of the canal was prohibited. It being evident that such prohibition of horse towage would seriously inconvenience transient craft, and render them dependent upon the tugs of the two large forwarding companies or such private tugs as might offer for the service, the Department was asked to provide towage power until horse towage could be resumed.

TOWAGE SERVICE IN THE HARBOUR.

The Council was early in November addressed by a firm of Shipping Agents here, calling attention to the inadequate provision made for towage service in the Harbour after six o'clock p.m., there being only one tug then available. The complaint was communicated to the Company which has a monopoly of that service. The Company thereafter wrote an explanatory letter, which was pronounced unsatisfactory by the complaining parties, and in the meantime the season of navigation ended.

BRIDGES ACROSS THE ST. LAWRENCE RIVER.

There have this year been proposals to erect three bridges across the St. Lawrence River, one below Quebec, one opposite this city, and one near Gananoque. The first and last your Council was successful in defeating entirely, and the bill providing for the other which is to cross here via Isle Ronde to the south shore, was so amended at the instance of the Council, as to lose many of its objectionable features.

DISCRIMINATION AGAINST MONTREAL IN RATES OF FREIGHT.

At the last annual meeting, the following resolution was adopted :—

Resolved,—That the incoming Council is hereby requested to compile a statement of facts showing how trade is diverted from the City of Montreal by the discrimination in freights practised by the Railway, Steamship and Transportation Companies, and that for this purpose the Council shall appoint a committee of merchants only, who shall take evidence bearing upon the question and report to the Council, such report to be submitted at the next general meeting of this Board.

The Council accordingly appointed a Committee of merchants only, consisting of the following gentlemen :—

Representing Flour and Grain—Messrs. R. M. Esdaile, E. Judge and A. G. McBean.
 “ Groceries—Messrs. Chas. P. Hébert and D. L. Lockerby.
 “ Dry Goods—Mr. James Slessor.
 “ Hardware—Mr. Joseph B. Learmont.
 “ Cement, Pipes, etc.—Mr. Wm. Currie.
 “ Manufacturers—Mr. James A. Cantlie.
 “ Cheese and Butter—Mr. A. A. Ayer.
 “ Cattle—Mr. R. Bickerdike.
 “ Lumber—Hon. J. K. Ward.

That Committee met and decided, that the best way to reach merchants was by addressing a circular letter to them, inviting them to submit in writing any instances of discrimination in freight rates, together with any other facts bearing upon the question that they might be cognizant of, or, if they should prefer to meet the Committee, to inform the Secretary of that preference so that an interview might be arranged. The circular concluded with the statement that the Committee's report would be based upon the evidence so submitted, so that the substantiation of the charges of discrimination in freight rates, so frequently made against the Railway and other carrying companies, rested, so far as the enquiry was concerned, with the parties to whom the circular had been addressed.

It is somewhat remarkable that although nearly five hundred of these circulars were addressed to as many merchants of this city, and the purport thereof was advertized in the city newspapers, not a single complaint was received in reply, the few who answered stating that, so far as they were concerned, they had not found that the rates of freight affected their business prejudicially. Perhaps the incoming Council may succeed in inducing merchants to formulate the complaints of discrimination in freight rates they so frequently make against the railway and other transportation companies.

MIXED CAR FREIGHT RATE.

At the request of several wholesale traders of this city, the Council addressed the two Railway Companies urging the restoration of the mixed car rate to points in Manitoba and the Northwest, with the result that in May both the Grand Trunk Railway and Canadian Pacific Railway issued circulars conditionally restoring that arrangement.

PILFERAGE OF GOODS IN TRANSIT.

At the instance of the Toronto Board of Trade a conference was arranged for by your Council between representatives of the Railway and Steamship companies, and of the Toronto and Montreal Boards of Trade anent the pilferage of goods in transit.

The conference was held in this office on 27th November, when the representatives of the two Boards of Trade adopted the following resolution, which was communicated to the Grand Trunk Ry. Co., the Canadian Pacific Ry. Co., and to the agents of the various steamship lines coming to this port:—

Resolved,—That it is the opinion of the merchants present that the steamship lines running to Canadian ports in summer, and to Canadian and United States ports in winter, together with the Canadian Railway companies, should agree when such losses cannot be located, to jointly pay any claims arising from the pilfering of goods from packages in transit.

The Council trusts that the Railway and Steamship companies may between them, devise some arrangement whereby the grievance under which importers labour on account of concealed losses of goods in transit, may be removed or lessened.

STORAGE ARRANGEMENTS FOR GRAIN AND FLOUR.

The question of storage arrangements, &c., for grain and flour, has occupied the attention of the Corn Exchange Association throughout the year, the following being a digest of the action taken with regard thereto by the Association and its Committee of Management. The Committee of Management of 1889 were endeavouring to effect an arrangement by which all grain arriving in this city by rail would be stored immediately at a small rate of storage for the first ten days, but its term of office ended almost coincidentally with the receipt of an intimation from the Grand Trunk Ry. Co. that it had arranged for the discontinuance of track delivery at Montreal on and after February 1st, 1890, and provided for a

reduced charge by the Montreal Warehousing Co. of $\frac{3}{4}$ c. per bush. for ten days grain storage, and thereafter the usual charge of $\frac{1}{4}$ c. per bush. for each succeeding ten days.

The arrangement was not deemed satisfactory by the new Committee, and the G. T. R. was therefore asked to make the charges $\frac{1}{4}$ c. per bush. for the first ten days, and $\frac{1}{4}$ c. per bush. for each succeeding ten days.

Thereafter a meeting of the Association was held, at which the correspondence on the subject exchanged between the G. T. R. and the Committee was submitted, also memo of conference between the District Freight Agents of the G. T. R. and the Can. Pac. Ry. and the President of the Corn Exchange Association. That meeting adopted the following resolution:—

Resolved,—That the members of the Montreal Corn Exchange Association are satisfied that all grain consigned to them shall be placed in store after forty-eight hours from arrival if not previously taken delivery of, storage to be charged at the rate of one-half cent per bushel for the first ten days, and one-quarter cent for each succeeding ten days.

Another conference then took place between the G. T. Ry. and representatives of the Corn Exchange Association, at which the foregoing resolution was discussed, and mention also made of the revival of an old regulation long ago rescinded, that all flour coming into Montreal is to be ordered into the warehouse of the Montreal Warehousing Co. This revived regulation was strongly objected to by the Association, the same having proved most inconvenient in operation. The result was the appointment of a committee to endeavour to procure from the railway authorities the cancellation of the order. An interview duly took place at which this matter and the resolution anent grain storage were discussed, the result being that the proposals contained in the resolution were accepted with the exception of the forty-eight hours for track delivery which was reduced to twenty-four hours; flour, it was agreed, should not be delivered on the track free, but the cars would continue to be placed on the Wellington and Brennan street sidings, and there be unloaded by consignees should they wish to store it elsewhere than in the Montreal Company's warehouses; flour not so delivered to be placed in those warehouses at the present rates of the Company.

Early in May the C. P. Ry. wrote the Association that, owing to the fact that frequent and extensive frauds had been practised upon the Company by shippers underbilling weights, it had been found necessary to refuse to accept any more grain in bulk for track delivery, and that thereafter

all grain would be sent through their elevators; this being followed by a joint notice from the two railway companies stating that on and after 15th May existing regulations as to free track delivery of grain at Montreal would be cancelled. and that such consignments would on arrival be placed in the Canadian Pacific and Montreal Warehousing Co.'s elevators subject to the usual charges, viz., one-half cent per bushel for the first ten days storage, and one-quarter cent per bushel for each succeeding ten days.

This arbitrary abolition of free track delivery of grain, led to a meeting of the Association being held on 20th of May, at which the following resolution was adopted:—

Resolved,—That the Montreal Corn Exchange Association having taken communication of the letters from the two Railway Companies in regard to underbilling, which state that free track delivery is to be done away with, and that in future all grain arriving here will be passed through the Elevators and weighed, subject to the usual charges, hereby protests against such an infringement of the rights of receivers to free delivery, and requests the Railway Companies to allow 24 hours free storage, or failing that, to give storage for 48 hours for $\frac{1}{4}$ cent;—

That if a rule is made that all grain arriving at Montreal is to be weighed, the Association hereby demands that all other stations be placed under the same regulations,—

That a deputation of the Members, to be appointed by the Committee of Management, wait upon the General Traffic Managers of the Railway Companies to present these resolutions, and ask to be informed as to the instructions respecting the Billing of Weights, which have in the past been issued to their Agents.

Owing to the General Traffic Managers of the two railways being frequently absent from the City, the desired interview with them was deferred until the middle of December, when a deputation from the Association met representatives of both companies and discussed fully the question of underbilling and overloading.

The deputation was emphatic in representing that the Corn Exchange Association was of opinion that underbilling should be effectually prevented, and expressed its surprise that, in view of the proportions to which the grievance had grown, the railway companies had not sooner moved in the matter, the more especially that it was generally believed that their agents connived at the practice with the view of inducing shipments by their respective lines. The deputation also intimated that, in its opinion, the evil would not be entirely overcome until there are proper facilities for weighing cars at every station, and that, in view of the serious loss the railway companies admit having sustained by underbilling, it would

pay them to provide the necessary scales. The railway representatives assured the deputation that their companies would in future do all they could to stop a fraudulent practice which has done great harm to honest traders. Regarding storage, the claim of the resolution for reduced rates on grain was not pressed, the greatly improved delivery facilities afforded by the two railways through their respective elevators, having rendered the trade willing to pay the current rates, viz., one-half cent per bushel for the first ten days, and one-quarter cent per bushel for each succeeding ten days. On Oats it was agreed that the rate of storage should be per 34 lbs. instead of per 32 lbs. as heretofore.

HERRING FISHERY INDUSTRY.

In April the Minister of Marine forwarded for use of this Board copies of the Report of the Delegates appointed to enquire into the Herring Fishing Industry of Great Britain and Holland, asking at same time that the Council would favour him with its views on the present regulations of the Department for the inspection of Herring, and regarding any changes therein which might be deemed desirable as tending to promote and improve the Herring Industry.

The Council thereupon appointed the following gentlemen a Committee to consider and report upon the subject: Messrs. Chas. P. Hébert, Chairman, John Baird, John Magor, Stewart Munn and John B. McLea. That Committee subsequently presented a carefully considered and comprehensive report, which was adopted by the Council, communicated to the Minister, and thereafter published in the city newspapers, the following being its leading points: That the Herring Industry depends greatly upon the demand for export, which demand requires careful cultivation by the Government and the curers; That a rigid system of inspection of both fish and package, with fixed standards and reliable and competent inspectors, is absolutely essential to the establishment of the industry upon a sound and permanent basis, and that such inspection should be compulsory in place of cure, as subsequent inspection elsewhere is injurious to the herring; That the package should be substantial and well made, and that a barrel should contain two hundred pounds of herring exclusive of salt; That all imported herring should be inspected in the country from which they come by Government inspectors, and therefore that the Governments of those countries be addressed with the view of obtaining such inspection; That the remedial measures detailed in the Government Delegates' report are generally approved, and the report itself deemed

so instructive and interesting that it, or a good digest thereof, should be extensively circulated among the herring fishermen, with the view of disseminating the very useful information it contains.

A few copies are left of the "Report of the Delegates appointed to enquire into the Herring Fishing Industry of Great Britain and Holland," and any member of the Board desiring one may obtain from the Secretary.

FRENCH CLAIMS TO FISHING PRIVILEGES ON THE NEWFOUNDLAND COAST.

Upon being informed of the date of arrival in this city of the Newfoundland delegates who were visiting this country to enlist the sympathy of its people in the efforts of that colony to maintain its territorial sovereignty, your Council at once called a special meeting of members of the Board for the purpose of affording the delegates an opportunity of addressing them upon the French claims to fishery privileges on the Newfoundland coast.

The meeting was held on 19th May, a large number of members attending. The delegates, Messrs. D. J. Greene, Q.C., and Donald Morison, members of the Newfoundland Legislative Assembly, with Mr. A. R. Bowes, editor of the Newfoundland "Colonist," having each addressed the meeting, the following resolution was carried by acclamation, the proceedings altogether affording great satisfaction to the delegates:—

Resolved,—That the Montreal Board of Trade holds as a principle of the highest importance to the unity and welfare of the Empire, the right of all self-governing British colonies to the control of their territory and coast; and that this view was endorsed by the British Government in a despatch to the Newfoundland Government dated March 26, 1887, which stated "that the rights enjoyed by the community of Newfoundland are not to be ceded or exchanged without their consent, and that the constitutional mode of submitting measures for that assent is by laying them before our colonial legislatures," and that "the consent of the community of Newfoundland is regarded by Her Majesty's Government as the essential preliminary to any modification of their territorial or maritime rights,"—

That the *modus vivendi* adopted in March, 1890, between Her Majesty's Government and the Government of France, relative to the establishment of lobster factories on the coast of Newfoundland, where the French enjoy rights of fishing conferred by treaties, is an encroachment upon the rights of that colony as defined in the Imperial Government's despatch of March, 1857, and the Montreal Board of Trade hereby affirms its sympathy with the Legislature and people of Newfoundland in their protest against such encroachment,—

That the fishing privileges enjoyed in Newfoundland by the treaty between France and England, entered into for Imperial advantages, are and will continue

to be a source of trouble and loss to the people of that colony and of annoyance to its Government; and the Montreal Board of Trade therefore considers that the Imperial Government should endeavour to effect some arrangement whereby, for an equivalent, said privileges would be voluntarily surrendered by the French Government.

LEGISLATION DESIRED TO PREVENT THE CIRCULATION OF FOREIGN LIBELLOUS PUBLICATIONS IN THIS CITY AND PROVINCE.

The following resolution recently adopted by the Council in regard to this matter was communicated to the Minister of Justice at Ottawa, and to the Premier at Quebec.—

Whereas it has been represented to the Council of the Montreal Board of Trade that several weekly publications, printed in the United States, and containing matter of a libellous, corrupting and even obscene nature, have obtained a large circulation in this province, and especially in this city, and the free circulation of such matter, calculated as it is to lower public morals and to corrupt the young and inexperienced, is a public scandal calling for abatement; and

Whereas it has been further represented to the Council that while for all ordinary purposes the existing law in regard to this matter is probably sufficient, it has nevertheless been found extremely difficult of application in these cases, on account of the principal culprits being non-residents, and because of an inability to prove guilty knowledge on the part of their local associates who are the vendors;

Therefore, Resolved,—That it is desirable in the opinion of the Council that legislation be enacted by the Federal and Provincial Governments, as they may have jurisdiction, providing as follows :—

1. That all newspaper matter imported in quantities as merchandize shall be debarred from an entry at the Custom House or conveyance by mail, until the same forms of registration have been gone through as are required of those citizens who publish newspapers at home, and that persons registering shall be responsible or shall give securities.

2. That any aggrieved person or corporation may complain to a Judge of any published or circulated matter printed in a foreign country, as being libellous or as having an immoral tendency, whereupon the judge shall, after notice through the newspapers or otherwise to the interested parties, try the case, and in event of his finding the matter complained of to be a criminal libel or to be subversive of morality, he may order the confiscation of all the printed matter implicated, and he may further order that the newspaper or publication so condemned shall be debarred for any time not less than three months, nor more than twelve months, from an entry at the Custom House, from conveyance through the mails, or from public sale.

3. That private individuals shall be forbidden to bring any such publications into the country for circulation during any prohibited time, under a heavy penalty for each offence, the same to be recovered summarily.

The Council desires that this resolution be communicated to the Dominion M.P.'s for this city at the commencement of the forthcoming session of Parliament, with a request for their support of its recommendations.

LEGISLATION NEEDED WHEREBY THE WITHDRAWAL OF CAPITAL FROM A FIRM SHOULD BE MADE KNOWN FOR INFORMATION OF ITS CREDITORS.

The circumstance that under the present regulations, it is possible for the moneyed partner of a firm to withdraw therefrom with his capital, such withdrawal being often followed by the insolvency of the firm, led the Council to communicate with Mr. J. S. Hall, M.P.P., with the view of procuring remedial legislation, Messrs. Kent & Turcotte, accountants of this city, favoring the Council with some suggestions in that direction. It appears though that, while the present law is generally admitted to be faulty in that it does not in practice prevent such secret withdrawal of the moneyed partner, it is not easy to frame legislation to meet the difficulty, and consequently the matter was left over for another session.

TRUST AND SAFETY DEPOSIT COMPANIES.

Upon noting that applications were to be made to the Quebec Legislature for incorporation by certain Trust and Safety Deposit Companies, the Council at once addressed the Provincial Government, urging that no charters be granted to any such companies unless provision be made whereby they will be compelled to place with the Government as security deposits proportionate to the amount of business they transact, and also to furnish to the Government annual returns of such business. Subsequently, when the Bills referred to were introduced, your Council was successful in obtaining their amendment in the direction it had indicated, thus protecting the interests of persons transacting business with these companies. It is, though, deemed important that legislation by the Dominion Parliament should be procured in that sense, and the subject is commended to the attention of the new Council.

UNCLAIMED BANK DEPOSITS, DIVIDENDS, ETC., ETC.

The resolution adopted at last annual meeting providing that the Council's resolution of 9th April, 1889, upon the need for legislation respecting unclaimed moneys of all kinds should be communicated to the city representatives at Ottawa, was duly complied with, and the efforts of those gentlemen, coupled with further representations from your Council, were successful in inducing the Government, in amending the Banking Act, to

adopt the principle contended for in the Council's resolution, *i.e.*, that Banks and other Corporations holding moneys, stocks, &c., belonging to other people should be compelled by law to endeavour to find the rightful owners thereof, and, further, that all corporations, individuals, &c., now making sworn returns to Government should state amount and particulars of such unclaimed moneys, &c., on hand. The clause of the Banking Act embodying these provisions is No. 88.

ADDITIONAL WEIGHERS FOR BUTTER AND CHEESE.

The Council in May transmitted, with its endorsement and that of the Board of Examiners, a petition to the Governor-in-Council from the wholesale butter and cheese dealers and exporters of this city, praying that Boards of Trade be empowered to appoint additional weighers for butter and cheese, the increasing trade of the port rendering additional weighers for those articles most necessary. The Council, in writing the Secretary of State and the Minister of Inland Revenue on this subject, expressed the opinion that, instead of amending Act 50 and 51 Vic., Cap. 37, the necessary authority for the immediate appointment by this Board of additional weighers for butter and cheese should, if possible, be given by Order-in-Council, and that hereafter an entire revision of the Act governing the appointment of weighers, measurers and gaugers, 28 Vic., Cap. 6, should be effected, whereby Boards of Trade would be empowered to appoint, after due examination, as many weighers, measurers and gaugers for all kinds of articles as might to them seem expedient. It will probably be necessary for the incoming Council to address the Government again with regard to this matter, as no alteration of the law was made last session.

AN EXPORT DUTY SUGGESTED ON RAW ASHES.

The suggestion was made that the Council should advise the Government that the placing of an export duty on raw ashes was desirable, but after consideration it was decided that, for the present, action in the direction suggested was inexpedient.

LEGISLATION BY THE DOMINION PARLIAMENT.

An act to amend the Seamen's Act.—This contained some very objectionable provisions, and upon the representation of your Council and the Shipping Interest, the Bill was so amended as to almost entirely remove them.

An Act relating to Bills of Exchange, Cheques and Promissory Notes.—This Bill was the subject of special attention from a Committee of the Council whose report was communicated to the Minister of Justice, and to the representatives of this city in Parliament. The Council regrets to say that but few of the recommendations of that carefully considered report were adopted, and therefore that, in its opinion, the act, as passed, contains several objectionable features.

An Act re Banks and Banking.—This Bill was carefully watched by a committee of your Council and sundry amendments procured in its passage through Parliament, an important one being the clauses relating to unclaimed balances referred to in the next paragraph.

An Act for the Prevention and Suppression of Combinations Formed in Restraint of Trade.—The Council, believing that the amendments proposed to this act would, if adopted, seriously hamper general business, prayed the Senate to reject them, which it did.

POSTAL MATTERS.

Penny Postage for the Empire.—The Honorary Secretary of the Imperial Federation League in Canada wrote in February suggesting that this Board should consider the desirability of endeavouring to secure the establishment of a uniform penny postage rate for the whole British Empire,—communicating also copy of a letter from the Minister of Finance stating that he considered the subject of sufficient importance to bring before his colleagues in the Government.

The Council, being aware of the Government's disposition to regard unfavourably any proposition likely to increase the deficit in the finances of the Post Office Department, deemed it inadvisable to do more at present than inform the Postmaster General that it was of opinion that a uniform rate throughout the Empire is much to be desired. It is however to be hoped that, whenever the Imperial Government moves in this matter, Canada will cooperate with it in the direction desired.

Treatment of unstamped letters.—The loss and annoyance caused to the community by the present system of sending unstamped letters to the Dead Letter Office was referred to in last year's Report, which stated that the Council had recently urged that such letters should be forwarded subject to collection on delivery of double the amount of deficient postage. That request was renewed this year, but the Council regrets that the Post-

master General's reply was unfavourable, it stating that at present he cannot hold out any prospect of further statutory changes than those recently made.

Transatlantic Mail Service via New York.—Representations were made in March to the Postmaster General to the effect that full advantage was not taken by the British postal authorities of the fast steamers available for the mail service to New York, the result being that letters which reach New York on Wednesday when forwarded by certain steamers, arrive only on Saturday when sent by the slower boats. It was further represented that if the British post office would give the four fastest boats (SS. City of Paris, SS. City of New York, SS. Teutonic and SS. Majestic), the mails on condition of their performing a weekly service from both countries, postal communication would be vastly accelerated, and racing between the two lines prevented.

The Postmaster General replied promising consideration of the Council's representations, but any action towards inducing the British postal authorities to adopt it was rendered useless by the disablement soon afterwards of the SS. City of Paris. It is, however, understood that a scheme of alternate sailings will be adopted during the coming summer.

CUSTOMS MATTERS.

Collection of the Difference Between the Rate of Duty Mentioned in the Budget Speech and the Rate as Finally Passed.—The importers of ladies hats have been greatly aggrieved by the circumstance that although the Minister of Finance, in his Budget Speech of 27th March, announced that the duty on Ladies' Hats would remain unaltered, *i.e.*, at twenty-five per cent. *ad valorem*, yet the tariff, as finally passed, provides that such goods shall pay thirty per cent., an increase of five per cent. It appears that large quantities of these goods were imported and sold at prices based upon the announced rate of duty, and that importers have no means of recouping themselves for the extra rate collected.

The Council deemed the importers' contention that the advanced rate should not be collected upon goods imported prior to its adoption, a just one, and addressed the Government to that effect, but without avail.

Substitution of a Specific Duty for the Ad Valorem Duty on Molasses.—In 1889 the Council addressed the Government, at the request of the trade, praying that a specific duty be substituted for the *ad valorem* duty on Molasses, and the representations then made, together with those of

a deputation in February last from the Montreal and Quebec Wholesale Grocers' Associations, proved successful, the necessary amendment of the tariff act being proposed by the Government and duly passed at last session of Parliament.

Undue Detention of Customs Warrants.—Complaint was made in November of the loss and inconvenience sometimes suffered by importers owing to the undue detention of Customs Warrants. The Council thereupon addressed the Collector in regard to the matter, who replied that such detention was exceptional and in most cases the fault of the party passing the entry; he would, however, in future have parties in telephonic communication informed thereby of any error in their warrants, which would obviate detention from that cause. The Council expressed its satisfaction with this arrangement, but informed the Collector that while it was convinced of his anxiety to meet the wishes of importers, yet that the instances of detention complained of were not occasioned by any error in making entries.

LEGISLATION BY THE QUEBEC PARLIAMENT.
SPRING SESSION.

An Act to amend the Code of Civil Procedure respecting abandonment of property.—This Bill, while not specially objectionable in itself, was deemed unnecessary, and distrusted by the mercantile community as likely to afford opportunity for the introduction of undesirable amendments. The city M.P.P.'s, were therefore communicated with, and no amendments were inserted.

An Act to incorporate the Royal Quebec Art Union Co.—This bill was opposed for the reason that it proposed to legalize a lottery, and moreover granted privileges to a company which would conflict with trade interests. The bill was defeated.

WINTER SESSION.

"An Act to amend the Charter of the City of Montreal."—This Bill was considered and objection made to some of its provisions with fairly successful results. The clause proposing to empower the city to coerce proprietors into sanctioning an improvement by the payment on the part of the city of any sum it pleases, was withdrawn so that the law remains as heretofore, i.e., the city to pay one-fifth of the cost. Amendment was procured of the proposed provision whereby the city could keep a homologated line on the plan for twenty-five years, during which time the pro-

prietor could not use the ground nor force the city to take it, by which, whether or no he builds thereon, the city must indemnify the owner; and the delay for indemnifying proprietors, which according to the same clause might be indefinitely prolonged by the city, was limited to two years from the time of expropriation or date of ceding the property.

An Act to amend the law of evidence.—This Bill, which provides that any party to a suit may give evidence on his own behalf, was supported by your Council at the suggestion of its introducer, Mr. C. Fitzpatrick, M.P.P., and was duly passed.

"An Act respecting the privileges of builders, architects, workmen, labourers, and persons supplying building material."—This Bill was strenuously opposed, as the duties and liabilities therein proposed to be thrown upon the party building are so onerous and intricate that they would tend to deter persons from building, and thus ultimately affect prejudicially the interests of workmen, in whose interest the Bill is supposed to be devised. The Bill was defeated.

Taxation of the Mines of this Province.—The proposal of the Provincial Government to tax the mines of this Province is regarded unfavourably by your Council, as it believes that such an impost will affect detrimentally an industry of great importance to the country. The Council opposed the tax, but regrets to note that its representations were ineffectual.

An Act to incorporate "The Royal Canadian Trust and Fidelity Company."—This bill when introduced into the Legislature proposed to give the Company such extensive powers, and provided so little safeguard for the future security of the properties to be entrusted to its care, that the Council offered unqualified opposition to its passage. The promoters of the Company recognizing the soundness of the Council's objections, amended the bill so as to remove cause therefor, upon which the Council withdrew its opposition. Owing however to some delay, the bill did not reach the Legislative Council in time to pass this session.

An Act to incorporate "The Provincial Agency Company (Limited)."—Like the Company referred to in the foregoing paragraph, this one also sought for a charter which contained many objectionable provisions. It, too, was amended at instance of your Council and the bill was duly passed.

ABOLITION OF THE AUCTION DUTY ON ALL TRADE SALES.

The abolition of the auction duty on Trade Sales has long been urged by this Board, on the ground that it drove away trade and produced

but little revenue. In November, 1889, a deputation from your Council waited upon the Premier, Hon. Mr. Mercier, and explained its views to him, with the result that the Premier was so favourably impressed with the representations made that he said, if possible, the duty should be repealed. The Premier fulfilled his promise, for after the interchange of some correspondence between the Provincial Treasurer and your Council, the duty was, on 2nd April, abolished on all Auction Sales excepting those of Real Estate and Household Effects in use.

The Council, in transmitting its thanks to the Honourable Mr. Mercier for the abolition of that duty, expressed its conviction that the policy of his Government in that respect would tend greatly to the advantage of this Province by promoting the holding of Trade Sales within its borders.

QUEBEC SHIP LABORERS BENEVOLENT SOCIETY.

The Council of this Board watched, with interest, the efforts of the merchants of Quebec to free the shipping trade of that port from the disabilities imposed upon it by the arbitrary and unreasonable rules of that society, and took occasion to express to the Quebec Board of Trade its opinion that the Quebec Ship Labourers' Benevolent Association should be confined to its original purpose, which was purely a benevolent one. The result of the efforts of the Quebec merchants was the adoption of legislation providing that the Lieutenant-Governor-in-Council may disallow any by-laws of the society which were not in consonance with its charter.

INSOLVENCY LEGISLATION.

The Quebec Board of Trade having communicated to your Council, with a request for endorsement thereof, a copy of a Report of its Committee on Insolvency, it was, after consideration by a special committee of the Council, and some amendment, approved and communicated to the Attorney-General in the following shape :—

Amendments desired by the Council of the Montreal Board of Trade to the Insolvent law of the Province of Quebec.

1. That power shall be given to question under oath, the Insolvent or the party managing the business for the Insolvent at any time after the nomination of the Curator on the request of either said Curator or one or more of the Inspectors.

2. That parties holding general Notarial Powers of Attorney shall be allowed to make demands of abandonment and vote at all meetings in virtue of said powers, either personally or by their signatures ; that the same rule shall apply to

Incorporate Companies, Banks or Municipalities, without the necessity of a special meeting of the Directors to authorize such signatures, when those signatures are given by the recognized officer representing the institution.

3. The majority in amount and one-third in number combined of direct creditors whose claims are unsecured shall name the Curator and Inspectors, the Court having only to preside at such election and confirm it when made in order; whenever a division occurs between amount and number, the decision as to the appointment of a Curator will be left to the discrimination of the Court.

4. The Curator shall have the right to contest creditors' claims, provided he has the approval of the majority of the Inspectors and he has obtained permission from Court, and all results of such proceedings shall be at the risk of the estate.

5. The Curator shall have the right to contest statements deposited by the Insolvent, provided he has the approval of the majority of the Inspectors, the results of such proceedings to be at the risk of the estate.

6. A delay of forty-eight hours shall be given the Insolvent after the demand of abandonment to deposit his sworn statement in order to determine the time when a *capias* may be issued.

7. A delay of eight clear days shall be given to call a meeting to appoint a Curator.

8. When a demand of abandonment served on a woman has not been complied with in the stated delay of forty-eight hours, power shall be given to take possession of said estate with same rights as if there had been an assignment.

Although these amendments were not communicated to the Government until the session was well advanced, it is satisfactory to note that in amending the Code of Civil Procedure, the Government adopted the principles of clauses one, six and eight. It may, therefore, be expected that at the next session of the Local Legislature the other clauses will receive favourable consideration.

TORRENS SYSTEM OF LAND TRANSFER.

The Council's report on this system was translated into French, printed in pamphlet form, and copies distributed to all members of the Quebec Parliament at its recent session. Members of the Board desiring copies can procure them from the Secretary in either language.

DECREASING TIMBER AREAS.

In June the Council was addressed by Mr. Wm. Little with regard to the decreasing area of the pine and spruce forest lands of the Dominion, and the great need that there was for conserving its timber. Thereafter Mr. Little published an interesting pamphlet on the subject entitled,

"Letter to the President and Council of the Montreal Board of Trade objecting 'To get rid of the Timber.'"

DOMINION FRUIT GROWERS' CONVENTION

The Committee of this Convention invited the Board to send representatives to its meeting in Ottawa on 19th, 20th and 21st February, and the Council therefore appointed two delegates from this Board. Neither of the gentlemen selected being able to go to Ottawa, the Council requested Mr. A. A. Ayer, who was attending the Convention, to represent it on the occasion.

THE LONDON, ENG., CHAMBER OF COMMERCE AND COLONIAL TOBACCO.

The London Chamber of Commerce having offered a prize of Fifty Guineas for the best specimen of Colonial grown tobacco, sent this Board a copy of its report on the competition, which shows that there were but three entries. The London Chamber expressed its regret at the disappointing result of its effort to encourage this remunerative industry, and said that it would still be glad to receive for its information any reports or data, official or otherwise, bearing upon the cultivation, fermentation and forwarding of tobacco in Canada.

If any such information is placed in the Council's hands it will be transmitted to the London Chamber.

LONDON, ENG., TRADE CUSTOMS AND RULES OF ARBITRATION.

The London Home and Foreign Produce Exchange, Limited, having forwarded a copy of the Trade Customs and Rules of Arbitration it had adopted, they were considered by a Committee of the Council, which reported that generally they were framed in a spirit of fair dealing with due regard for all interests, but that there was one exception, viz., Rule 19 in Sec. IV, which provides regarding American and Canadian cheese (landed) that Cheddar shape shall be weighed gross in drafts of five. The Committee considered that such should be weighed nett, as the uneven weight of the boxes, after being coopered at the Docks, makes the weighing of cheese gross an unfair method.

This was represented to the London Exchange, and its attention directed to the circumstance that the custom on this continent and in Liverpool, Bristol and Glasgow is to weigh nett, but the reply from the Exchange, while very courteous, was not satisfactory.

INTERNATIONAL MARINE CONFERENCE HELD AT WASHINGTON, 1889.

The official report of this Conference has been forwarded by the United States Department of State, and the two volumes placed in the library of the Board.

JAMAICA EXHIBITION

At request of Mr. Adam Brown, M.P., Canadian Commissioner to the Jamaica Exhibition, the Council called a special meeting on 18th Sept. of members of the Board and others interested, to hear that gentleman speak on the subject of that Exhibition. The meeting was well attended, and Mr. Brown's address on the possibilities of trade with Jamaica was practical and interesting.

Subsequently the Council expressed to Hon. Mr. Mercier the desirability of sending a competent person to look after the exhibits from this Province at the Jamaica Exhibition, with the result that the Premier appointed such an officer at the expense of the Government.

INSPECTION AND OTHER OFFICES.

Inspection of Flour and Meal.

Inspector, Louis A. Boyer. Board of Examiners, 1890—A. E. Gagnon, Chairman; John Brodie, E. F. Craig, O. M. Gould, Jas. S. Norris.

The annual meeting of delegates from the several Board of Examiners for Flour and Meal for selection of standards thereof, was, as provided by the Inspection Law, held at this office on 23rd October, under the supervision of the Secretary of your Board, delegates to the number of thirteen being present from Winnipeg, London, Hamilton, Toronto, Montreal and Quebec. Mr. O. M. Gould, of the Montreal Board, was elected Chairman, the standards were duly selected, the flour subsequently procured, and the sets of standard delivered to the Inspector of Inland Revenue in this city for despatch to the various inspection offices throughout the Dominion.

Inspection of Wheat and other Grain.

Inspector, Hospice Labelle. Board of Examiners, 1890—Hugh McLennan, Chairman; R. M. Esdaile, J. O. Lafrenière, Robert Peddie, Adam G. Thomson.

Early in the year this Board recommended the Government to establish an additional grade of Corn, and suggested that it be described thus:

"No. 3 Corn shall be equal in quality to No. 2, but not sufficiently dry for that grade." The Government approved the Board's request as appears by Order-in-Council of date 20th August, which provides for the establishment of a grade of Corn to be known as No. 3 grade as follows:

No. 3 Corn shall be mixed Corn, reasonably dry and reasonably clean, but not sufficiently good for No. 2.

No. 3 White Corn shall be $\frac{3}{4}$ ths white, reasonably dry and reasonably clean, but not sufficiently good for No. 2.

The annual meeting of delegates for the selection of standards for that portion of the Dominion east of Port Arthur was, as provided by the Inspection Law, held in Toronto on 23rd September, Mr. Peddie attending from the Montreal Board.

Inspection of Leather and Raw Hides.

Inspector of Leather, J. H. Mooney. Inspector of Raw Hides, A. Masson. Board of Examiners, 1890—B. Shaw, Chairman; Thomas Ecroyd, Z. Lapierre, F. C. A. McIndoe, John Stephens.

The amendment of the law effected in 1889 providing that any person may mark with chalk the weight of raw hides or leather, was petitioned against by a number of dealers last session of Parliament, some, however, urging that the provision be retained. The Council suggested to the Government the restoration of the clause of the act as it stood before the amendment, which provided that whenever the weight of any raw hides or leather was marked thereon by other than the Inspector or his Deputy, the words "not inspected" should be marked above the said figures. As yet, however, this most desirable alteration of the law has not been effected.

Inspection of Beef and Pork.

Inspector, James Doheny. Board of Examiners, 1890—R. Finlay, Peter Laing, W. Masterman, M. T. McGrail, T. S. Vipond.

The following alterations in the classification of Pork, as provided in section 52 of the Inspection Law, were made by Order-in-Council of 20th March, 1890:

"All pork which the Inspector finds on examination to be fat and merchantable, except when classified as Mess, shall be cut in pieces as nearly square as may be, and not more than six nor less than four pounds in weight, and shall be sorted as

divided into seven different sorts to be denominated respectively "Mess," "Extra Prime," "Prime Mess," "Prime," "Cargo," "Short Cut Clear," and "Short Cut Back" "Pork."

"Short cut clear pork shall consist of the fat part of the shoulders of fat hogs with the lean taken off, and packages containing pork of this description shall be branded on one of the heads "Short cut clear pork."

"Short cut back pork shall consist of the back pieces of heavy hogs, and packages containing pork of this description shall be branded on one of the heads "Short cut back pork," and that the modified classification hereby prescribed shall take effect on and after the 1st day of August, 1890."

Inspection of Pot Ashes and Pearl Ashes.

Inspector, Edward J. Major. Board of Examiners, 1890 :—Chas. H. Cunningham, Hy. Dobell, Jno. E. Kirkpatrick, James C. Sinton, D. T. Tees.

Inspection of Pickled Fish and Fish Oil.

Inspector, none. Board of Examiners, 1890 :— John Baird, R. Fairbanks, John B. McLea, J. Vaillancourt, T. S. Vipond.

Inspection of Butter.

Inspector, none. Board of Examiners, 1890 :—A. McK. Cowie, W. M. Fuller, J. McKergow, Thos. Shaw, Geo. Wait.

OFFICES NOT INCLUDED IN THE INSPECTION LAW.

Office of Weigher, Measurer and Gauger.

Weigher, Measurer and Gauger, D. Cameron Board of Examiners, 1890 :—
A. A. Ayer, Charles P. Hébert, H. R. Ives, Jno. E. Kirkpatrick,
J. A. Matthewson.

Office of Port Warden for the Harbour of Montreal.

Port Warden, James G. Shaw; Deputy Warden, G. W. Morrison. Board of Examiners, 1890 :— Robert Reford, Chairman; George Childs, Jno. A. Robertson, Robert Simms, John Torrance.

OFFICE OF THE PORT WARDEN,
MONTREAL, 31st Dec., 1890. }

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

GENTLEMEN,—I have the honour to submit the annual report of this office, with statements of its receipts and expenditures for the year 1890.

The season of ocean navigation opened on the 30th April with the arrival in port of the steamships "Oregon," "Sardinian" and "Lake Nepigon." These were closely followed by other steamers, and on the 26th May the first sail vessel, the barque "Sophie Wilhelmine," from Buenos Ayres, arrived. The S.S. "Gerona" passed inwards through the Straits of Belleisle on the 16th June, the first of this season's fleet to do so, and reported large quantities of ice. The S.S. Brazilian sailed on the 24th Nov., being the last sea-going vessel to leave port.

Three hundred and sixty-three vessels have entered this year at this office, being one vessel more than the entries of 1889, when the tonnage amounted to 612,004 tons; this season there has been a decrease of twenty-four sail vessels, but an increase of twenty-five steamers and 40,204 tons, making the total tonnage 652,208 tons. The increased size of vessels frequenting this port is no doubt owing to the greater depth of water in the improved ship channel.

It is satisfactory to state that no casualties have occurred to vessels in our trade between Quebec and Montreal, nor have any vessels been reported as missing or lost by overloading from this port this season, and no damage has been received by any of our fleet by ice, large quantities of which, both field and berg, have been reported in the routes of vessels coming to the St. Lawrence river.

There has been a considerable decrease in some of our usual articles of export, there being a shortage of 883,757 bushels of Grain, 117,589 sacks Flour, 1,316 tons Phosphates; the total shipments of these being, Grain, 9,075,529 bushels; Flour, 543,948 sacks; Phosphates, 22,532 tons. In other articles there has been a very considerable increase, in Lumber 8,275,735 feet; in Apples, 21,583 brls.; in Minerals, 2,305 tons; the total shipments being 162,565,353 feet of Lumber, 182,263 brls. Apples, 4,197 tons Minerals. The dead meat business, which had ceased since 1886, has been again taken up, 1,538 tons being shipped this season.

The increase in the export of cattle and horses is very marked; there have been 119,321 animals shipped, against 85,659 head in 1889, an increase of 33,632 head. The sheep have, however, decreased from 58,683 to 42,741, a falling off in numbers of 15,942.

In consequence of a continuance of very tempestuous weather during the later months of this season, large losses have occurred in the cattle carrying trade, but according to statistics issued by those interested, the percentage of loss has been small in comparison to the immense shipments made, and compares favourably with any other cattle shipping port. In view, however, of the trade being most valuable to the whole Dominion of Canada, it would be well were a proper system of inspection instituted as to the capabilities of vessels to carry cattle.

There have been 23 time-chartered steamers employed in the coal trade between the lower port mines and this port; these, with twenty-one transient steamers,

have brought here 413,000 tons of coal, an increase of 100,304 tons over the season of 1889.

In conducting the office, the work of which is yearly becoming more arduous on account of the increased size of the vessels, greater tonnage and more extended area of the port, I have been ably and efficiently assisted by my staff, and it is again satisfactory to state that no complaints against the proper working of the 'Port Warden Act' have been laid before you this season.

I am, Gentlemen,

Your obedient servant,

JAS. G. SHAW,

Port Warden.

THE GRAIN AND PRODUCE TRADE.

Grain.—The export business in grain, while not quite so large as last year, has been much more profitable to those engaged in it. In the province of Quebec the crops were not good, being smaller probably than for many years, the yield of oats being so small that the Manitoba product is coming in to supply the deficiency, receipts from there having so far been very large. In Ontario there was a fair crop of wheat and peas, but not more wheat than that province is likely to require for local consumption. Prices commenced to advance early in the year and ultimately reached a high level; wheat, which was quoted in Chicago at 79c. in April, was \$1.07 in August; the March quotation for corn was 28c., while in November it was 53½c., and oats ranged from 19½c. in February to 44½c. in November.

Flour.—Business in flour has throughout the year been of a quiet character, the chief point worthy of note being the considerable advance in the price of bakers' flour, caused by the small crop of Manitoba wheat in 1889. The circumstance that the wheat crop of Ontario was last year somewhat larger than for the three previous years, has reduced the price of Ontario wheat to a somewhat lower level than that current for wheat in the United States, the result being that the Ontario millers have been able to compete with fair success for the export trade to Newfoundland and Great Britain. The tolerably good outcome of the harvest in Manitoba has also brought down the price of wheat to a figure which enables the manufacturers of bakers' flour to export their product to the British market. Prices are now at a comparatively low level, and the prospects for future business appear to be good.

Tables shewing the receipts and shipments of grain and produce at Montreal will be found on pages 41 and 42, the aggregate of Grain, Flour and Meal for the past five years being as follows:—

	1890.	1889.	1888.	1887.	1886.
	bush.	bush.	bush.	bush.	bush.
Receipts ..	18,215,063	13,722,865	14,711,495	20,795,976	22,170,148
Shipments.	13,550,974	15,257,678	10,207,802	18,701,767	20,884,173

Butter.—Exporters state that business has been good, the finest creamery butter being always in demand for the home and foreign markets, especially the latter, at prices which are remunerative to both producers and shippers. The St. Lawrence route being well suited to dairy products, continues to secure a considerable share of the U. S. export business, a favouring condition being the fact that the interior freight from northern New York to Montreal is less than to U. S. Atlantic ports, while the ocean freight rates from Montreal and New York are generally about the same.

Cheese.—The production of this article is increasing, a comparison of records for the past ten years showing the gain to be about ten per cent.; and as the superior quality of the Canadian article gives it first place in the English market, it is likely that the demand will grow larger from year to year. Any surplus in the export figures over such increase of production, may be considered as representing the increase of U.S. cheese exported via Montreal instead of from U.S. seaports, and not an increased European demand. The customs returns show that the receipts of U.S. cheese at Montreal during 1890 aggregated 12,304,063 lbs., the total value being \$1,026,343. Stocks in Canada at the opening of this year were variously estimated at from 150,000 to 200,000 boxes, or about twenty-five per cent. less than at same time last year.

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

	1890.	1889.	1888.	1887.	1886.
BUTTER.	pkgs.	pkgs.	pkgs.	pkgs.	pkgs.
Receipts ..	150,903	143,703	91,043	113,382	137,015
Shipments.	40,549	62,395	36,023	97,541	87,268
CHEESE.	boxes.	boxes.	boxes.	boxes.	boxes.
Receipts ..	1,415,348	1,183,566	1,137,372	1,059,039	1,041,480
Shipments.	1,379,684	1,156,375	1,129,951	1,192,152	1,106,541

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

THE LIVE STOCK TRADE.

The following particulars show the importance of the live stock trade to the Dominion, and to Montreal in particular. The total shipments from this port for the past season of navigation were 123,136 head of cattle and 43,372 sheep, aggregating in value over eleven million dollars, and the ocean freight thereon amounting to about two million dollars.

Shipments of Live Stock from Montreal to particular ports during season of navigation 1890, with total figures for nine previous years :

PORT.	CATTLE.	SHEEP.
Glasgow	39,514	574
Liverpool	34,298	25,016
Aberdeen	18,077	1,259
London	11,737	12,279
Dundee	8,761	310
Bristol	7,583	3,158
Newcastle	3,166	776
Total 1890	123,136	43,372
" 1889	85,670	59,344
" 1888	60,504	45,528
" 1887	64,631	36,027
" 1886	63,932	93,856
" 1885	61,947	39,401
" 1884	57,288	*62,950
" 1883	49,090	84,790
" 1882	28,358	63,667
" 1881	28,536	55,538

Receipts of Live Stock by Rail from the opening to the close of navigation for 1890, with comparative figures for 1889.

	1890.		1889.	
	CATTLE.	SHEEP.	CATTLE.	SHEEP.
Per Grand Trunk Railway	82,360	41,705	72,656	39,175
Per Canadian Pacific Railway.....	66,291	24,786	43,172	30,319
Totals.....	148,651	66,491	115,828	69,494

The sessions held in this city of the enquiry into the ocean carriage of live stock from Canada to Europe, conducted under the auspices of the Department of Marine, made it evident that, so far as Montreal was concerned, the sensational reports of cruelty to the animals printed in different English and foreign newspapers, had no foundation in fact. At the same time it was shown that there is room for improvement in some respects, both as regards the comfort of the animals, and of the men in charge of them, and thus good is likely to result from the enquiry.

TOTAL SHIPMENTS OF PRODUCE TO PARTICULAR PORTS, VIA RIVER ST. LAWRENCE, FROM THE OPENING OF NAVIGATION, APRIL 30th, 1890 (first arrival from sea), TO THE CLOSE, NOVEMBER 24th (last departure for sea), WITH COMPARATIVE TOTALS FOR 1889.

PORTS.	Wheat bush.	Corn bush.	Peas bush.	Oats bush.	Barley bush.	Rye bush.	Flour brls.	Outmeal brls.	Commeal brls.	Ashes Pots and Peairs brls.	Butter pags.	Cheese bxs.	Pork brls.	Lard brls.	Hams and Bacon boxes.	Canned Meats pks.	Phosp'te tons.
Liverpool.....	645,771	1,941,759	190,921	68,215	.....	26,860	78,022	5,607	.....	872	3,380	484,069	39	3,755	33,032	38,849	11,185
London.....	35,598	590,516	430,054	116,844	.....	118,274	164,832	1,356	.....	705	1,002	357,450	114	75	1,784	2,272	5,683
Glasgow.....	959,576	965,482	224,860	13,494	.....	.....	172,181	4,388	694	52	10,933	183,345	100	2,456	6,031	15,533	2,049
Aberdeen.....	198,922	629,612	74,196	.....	.....	.....	20,653	.....	.....	50	8,278	347,333	.....	1,346	8,602	10,672	413
Grimsby.....	41,682	25,594	90,144	.....	.....	.....	4,435	.....	.....	.....	.....	255	.....	.....	.....	.....	280
Hull.....	.....	.....	.....	.....	.....	.....	540	.....	.....	.....	.....	.....	.....	.....	.....	.....	422
Leith.....	197,518	172,476	132,591	.....	.....	.....	6,368	.....	.....	.....	.....	2,517	.....	.....	.....	.....	911
Newcastle.....	.....	.....	16,492	.....	.....	.....	.....	.....	.....	.....	.....	1,344	.....	.....	.....	1,600	.....
Queentown.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Swansea.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Antwerp.....	11,232	67,083	42,216	.....	.....	8,972	.....	.....	.....	59	108	.....	.....	.....	.....	.....	84
Hamburg.....	68,543	412,203	181,250	.....	.....	86,757	.....	230	.....	20	1,997	.....	.....	.....	.....	.....	130
Havre.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	79	9	55	.....	3,140	.....	2,585	2,290
Lower Ports.....	2,161,817 128	4,805,635 9,428	1,382,224 13,985	210,000 6,151	3,127	240,863	447,031 229,152	11,601 3,462	694 3,627	1,877	22,107 9,544	1,369,368 2,207	252 15,319	10,772 403	49,453 566	71,511 2,944	23,488
Total for 1890.....	2,161,945	4,814,463	1,396,209	216,151	3,127	240,863	676,183	15,063	4,321	1,877	35,251	1,371,575	15,871	11,175	50,049	74,455	23,488
Total for 1889.....	2,287,512	6,559,780	925,377	23,012	5,291	69,213	715,669	58,409	2,182	2,282	55,380	1,145,991	11,289	15,186	53,745	103,117	21,824
Increase or Decrease.....	125,567 Decrease.	1,745,317 Decrease.	470,832 Increase.	193,139 Increase.	2,164 Decrease.	171,650 Incr se	39,486 Dece se	43,436 Dece se	2,139 Increase.	405 Decrease.	20,129 Decrease.	225,584 Increase.	4,582 Increase.	4,011 Decrease.	3,696 Decrease.	28,662 Decrease.	1,664 Increase.

TOTAL RECEIPTS OF PRODUCE AT MONTREAL DURING THE YEAR 1890, WITH COMPARATIVE FIGURES FOR 1889.

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brls.	Oatmeal. brls.	Cornmeal brls.	Ashes, Pots and Pearls, brls.	Butter. pkgs.	Cheese. boxes.	Meats, Hams & Bacon, boxes.	Leather, rolls
Per Grand Trunk Railway.....	288,109	121,400	762,076	631,558	102,475	52,670	420,012	10,710	480	564	68,590	795,218	84,097	25,02
Per Canadian Pacific Railway.....	1,222,534	22,783	470,584	816,620	30,945	131,882	497,714	15,469	716	529	80,865	552,558	106,655	16,4
Via Lachine Canal and the River.....	2,665,327	5,157,871	242,283	200,006	25,576	97,552	61,117	217	1, 57	376	1,538	67,572	1,075	125
Total, 1890.....	4,155,970	5,302,057	1,483,943	1,648,183	167,996	282,014	978,843	26,916	2,303	1,459	150,903	1,415,348	191,827	42,389
Total, 1889.....	3,896,166	6,908,467	1,274,353	924,007	282,903	76,409	968,876	58,755	1,708	1,702	143,703	1,183,566	159,461	39,765
Increase or decrease.....	319,804 Increase.	1,906,410 Decrease.	209,590 Increase.	724,186 Increase.	114,907 Decrease.	205,515 Increase.	9,967 Increase.	29,939 Decrease.	595 Increase.	243 Decrease.	7,200 Increase.	231,782 Increase.	32,366 Increase.	3,823 Increase.

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

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brls.	Oatmeal. brls.	Cornmeal brls.	Ashes, Pots and Pearls, brls.	Butter. pkgs.	Cheese. boxes.	Meats, Hams & Bacon, boxes.	Leather, rolls.
European, via River St. Lawrence.....	2,161,817	4,805,035	1,382,224	210,000	.....	240,863	447,031	12,205	.....	1,877	25,707	1,369,368	120,964	1,002
Lower Ports, via River St. Lawrence.....	128	9,423	13,985	6,151	3,127	.....	229,152	3,462	3,627	.....	9,544	2,207	8,540	248
Via Lachine Canal and River Steamers.....	499	64,769	631	47,714	7,240	1,791	75,718	.....	7,576	.....	796	1,085	.....	575
Per Grand Trunk Railway.....	71,222	91,004	61,351	34,380	.....	.....	72,851	27	.....	.....	4,502	7,024	2,835	1,715
Total, 1890.....	2,233,666	4,970,236	1,458,191	298,245	10,367	242,654	824,752	15,784	11,203	1,877	40,549	1,379,684	127,239	4,440
Total, 1889.....	2,356,494	6,720,830	1,016,491	95,700	12,829	69,213	874,667	59,012	4,555	2,282	62,395	1,156,375	160,274	5,128
Increase or decrease.....	122,828 Decrease.	1,750,504 Decrease.	441,700 Increase.	202,545 Increase.	2,462 Decrease.	173,441 Increase.	49,915 Decrease.	43,228 Decrease.	6,668 Increase.	405 Decrease.	21,846 Decrease.	223,309 Increase.	33,035 Decrease.	688 Decrease.

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

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

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

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

INSPECTION OF FLOUR.

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

Year.	Quantity.	Year.	Quantity.	Year.	Quantity.	Year.	Quantity.
1890	Barrels. 61,376	1882	Barrels. 266,329	1875	Barrels. 440,877	1868	Barrels. 497,660
1889	65,294	1881	253,752	1874	499,486	1867	404,320
1888	95,732	1880	248,428	1873	460,341	1866	260,130
1887	126,196	1879	273,832	1872	430,992	1865	246,658
1886	155,289	1878	347,030	1871	472,277	1864	363,454
1885	195,625	1877	329,588	1870	556,459	1863	618,520
1884	227,270	1876	451,529	1869	429,655	1862	626,691
1883	279,433					1861	651,837

The various quantities of the different grades of Flour inspected here, for 1890 being as follows:—

GRADE.	1890. Barrels.	GRADE.	1890. Barrels.
Patent, Winter.....	74	Fine.....	581
Patent, Spring.....	Nil	Strong Bakers.....	5,571
Straight Roller.....	30,652	To Sample.....	2,472
Extra.....	11,947	Sour.....	218
Superfine.....	8,583	Rejected.....	1,278

STOCKS OF WHEAT AND FLOUR IN STORE AT MONTREAL.

DATE.	1890.		1889.		1888.	
	Flour, brls.	Wheat, bush.	Flour, brls.	Wheat, bush.	Flour, brls.	Wheat, bush.
January 4.....	67,577	354,269	98,263	603,541	34,689	137,369
" 11.....	63,984	235,064	98,298	558,560	34,692	159,550
" 18.....	64,224	213,869	96,501	556,560	34,062	193,150
" 25.....	63,139	214,824	96,501	467,981	34,357	203,150
February 1.....	61,089	216,047	96,821	471,891	34,843	202,375
" 8.....	62,342	208,946	94,611	479,644	33,849	217,492
" 15.....	61,103	200,601	94,925	485,291	35,862	232,068
" 22.....	63,044	197,976	92,646	433,636	36,337	232,068
March 1.....	62,827	188,858	95,737	433,550	35,099	247,400
" 8.....	62,510	179,392	97,882	438,882	35,515	265,642
" 15.....	61,222	174,733	99,554	438,499	34,001	279,068
" 22.....	60,421	173,733	98,923	432,004	31,361	285,068
" 29.....	61,600	152,096	101,460	425,598	32,401	304,568
April 5.....	64,369	150,747	103,366	436,554	32,556	335,103
" 12.....	63,050	173,063	104,953	449,443	31,602	371,603
" 19.....	60,278	183,595	104,819	454,359	32,662	406,603
" 26.....	62,751	177,795	98,462	460,385	32,330	422,001
May 3.....	66,869	178,674	99,752	496,777	32,948	526,603
" 10.....	67,905	116,603	97,728	553,662	32,991	620,453
" 17.....	71,368	111,780	97,931	472,509	34,913	348,650
" 24.....	74,586	114,023	96,796	535,771	37,612	421,181
" 31.....	72,215	111,110	94,744	413,887	45,665	261,991
June 7.....	76,734	93,698	95,874	368,437	50,760	237,799
" 14.....	79,664	88,943	92,496	402,171	55,598	229,766
" 21.....	74,573	88,705	87,367	419,009	55,329	346,793
" 28.....	72,421	96,331	83,838	415,985	62,014	327,778
July 5.....	73,086	80,056	80,627	411,183	56,765	266,480
" 12.....	71,234	90,413	76,498	407,002	56,767	282,601
" 19.....	68,520	92,134	72,380	407,902	56,770	334,388
" 26.....	65,401	43,077	70,685	379,787	57,136	363,882
August 2.....	62,697	34,069	71,846	297,550	56,982	374,624
" 9.....	59,281	73,320	70,348	319,508	62,301	253,117
" 16.....	58,775	93,354	70,707	366,262	62,667	319,526
" 23.....	49,668	65,603	69,640	343,081	63,160	292,761
" 30.....	45,531	48,437	66,440	334,273	62,690	308,255
September 6.....	47,758	25,717	68,641	283,693	57,209	319,719
" 13.....	46,387	83,728	62,217	281,300	63,177	382,940
" 20.....	47,641	70,285	61,782	242,978	62,016	390,218
" 27.....	46,615	80,306	61,825	233,997	53,513	425,334
October 4.....	46,015	77,042	61,066	238,212	49,077	391,823
" 11.....	47,149	51,091	63,367	250,326	56,502	407,767
" 18.....	44,645	58,050	61,762	245,852	63,164	373,571
" 25.....	42,177	90,586	56,258	158,382	65,727	317,572
November 1.....	37,570	90,973	57,716	143,982	73,223	301,447
" 8.....	36,838	87,479	58,506	220,644	78,693	273,502
" 15.....	35,254	96,128	59,484	235,399	79,979	263,169
" 22.....	32,788	55,049	58,240	244,888	85,301	252,776
" 29.....	32,471	94,167	59,407	206,258	88,633	347,005
December 6.....	34,637	108,667	62,317	248,634	92,787	423,919
" 13.....	37,304	135,863	65,258	265,138	91,174	527,461
" 20.....	38,914	146,430	66,053	277,231	96,843	586,805
" 27.....	39,830	175,127	67,628	276,658	93,769	592,698
					94,002	600,352

STOCKS OF GRAIN AND FLOUR IN MONTREAL ON THE FIRST SATURDAY OF
EACH MONTH FROM 1870 TO 1890 INCLUSIVE.

1870.	JAN.	FEB.	MAR.	APR.	MAY.	JUNE.	JULY.	AUG.	SEPT.	OCT.	NOV.	DEC.
Wheat....bush.	519,536	496,272	459,665	431,411	447,094	851,034	561,873	370,243	540,175	531,069	592,644	502,610
Corn.....“	10,100	10,000	10,050	10,000	10,000	10,100	9,000	8,000	4,000	.....	15,000	26,900
Peas.....“	90,282	70,765	73,530	71,803	82,541	150,361	103,667	94,477	26,072	27,390	15,914	22,200
Oats.....“	7,362	50	9,842	11,177	6,227	11,092	6,200	20,921	2,190	75	275	14,300
Barley....“	5,942	2,600	9,400	8,800	8,000	1,500	8,000	10,235	10,235	10,134	3,166	3,200
Rye.....“	.....	.....	.....	.....	.....	.....	16,800	12,000	12,000	12,000	12,000	.....
Flour.....brls.	68,306	68,821	57,852	48,957	56,902	81,888	93,154	100,580	116,972	102,199	116,461	88,412
1871.												
Wheat....bush.	359,430	299,428	270,036	240,593	239,047	407,886	426,067	186,926	142,384	328,243	424,847	393,364
Corn.....“	28,666	25,241	22,940	18,900	10,300	26,015	110,965	14,513	64,796	170,004	270,387	215,672
Peas.....“	16,358	17,062	16,560	17,200	700	13,909	10,250	3,343	3,198	12,398	3,950	60,574
Oats.....“	15,205	15,155	15,300	17,000	16,350	10,960	7,260	2,250	700	500	1,100	11,118
Barley....“	2,284	1,400	1,500	.....	.....	3,100	5,500	.....	.....	.....	35,700	10,890
Rye.....“	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,000	8,227
Flour.....brls.	111,683	121,363	128,548	125,754	134,271	143,965	121,518	110,358	36,159	52,911	64,036	73,545
1872.												
Wheat....bush.	292,495	221,821	176,077	165,400	152,358	177,120	98,188	74,489	65,401	160,623	428,278	223,800
Corn.....“	208,766	177,500	162,500	145,262	145,130	115,972	307,728	507,131	430,143	403,428	651,601	368,246
Peas.....“	58,074	69,174	66,574	68,174	71,074	14,750	145,338	124,911	104,766	36,904	35,854	4,509
Oats.....“	13,326	19,526	52,276	58,676	55,976	56,176	39,712	102,384	48,326	29,400	40,000	69,748
Barley....“	10,200	11,350	11,300	10,000	.....	4,000	400	500	8,650	2,100	3,800	11,000
Rye.....“	5,727	4,500	8,400	4,000	3,400	300	300	300	300	.....	.....	.....
Flour.....brls.	76,065	104,571	102,674	84,965	69,901	143,171	107,954	52,013	43,749	40,099	60,141	30,850
1873.												
Wheat....bush.	142,130	127,584	123,354	137,137	127,304	254,608	339,581	183,605	115,197	215,513	465,357	697,746
Corn.....“	355,206	364,060	359,360	352,295	344,155	427,570	373,552	279,975	34,173	385,527	210,466	242,798
Peas.....“	6,269	6,979	8,362	10,769	7,488	70,640	89,478	68,271	12,270	5,592	8,625	2,164
Oats.....“	56,214	65,182	63,777	63,797	51,973	11,709	24,339	36,384	50,600	4,181	2,896	22,268
Barley....“	9,677	10,609	9,251	6,466	5,040	.....	8,000	12,042	6,042	2,042	19,117	15,897
Rye.....“	.....	.....	.....	.....	.....	.....	370	370	370	320	35	35
Flour.....brls.	38,153	37,565	54,617	68,236	86,501	136,208	92,016	48,662	38,770	37,483	57,974	70,830
1874.												
Wheat....bush.	779,841	684,329	631,468	594,772	605,934	741,516	244,685	333,841	118,894	108,053	245,188	280,177
Corn.....“	240,798	239,798	194,764	130,882	94,438	122,935	66,439	42,020	30,293	8,100	15,000	90,887
Peas.....“	3,929	2,184	21,361	18,385	32,041	90,245	51,236	5,772	2,702	13,995	23,911	3,130
Oats.....“	25,922	25,968	19,068	18,868	18,868	3,028	8,170	6,620	2,513	1,223	4,924	5,247
Barley....“	14,230	3,350	1,502	433	886	.....	509	.....	.....	494	1,989	3,622
Rye.....“	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flour.....brls.	90,522	89,069	95,847	95,727	119,184	131,567	96,575	102,984	33,975	26,655	27,863	42,341
1875.												
Wheat....bush.	223,307	166,296	160,693	182,126	221,026	202,354	251,115	262,784	177,560	186,749	311,146	456,312
Corn.....“	30,304	25,517	19,589	20,000	31,701	27,612	17,430	15,631	29,264	30,266	40,993	38,341
Peas.....“	41,567	23,998	83,269	151,913	215,128	114,964	23,406	3,032	1,851	5,857	16,593	21,268
Oats.....“	6,689	2,507	2,507	2,507	2,918	3,935	12,745	9,346	2,981	1,011	3,777	10,201
Barley....“	991	991	1,420	1,925	1,439	9,000	.....	.....	.....	.....	6,698	6,033
Rye.....“	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flour.....brls.	69,129	70,433	55,091	48,120	95,086	83,081	60,523	45,992	39,992	40,126	45,836	43,581
1876.												
Wheat....bush.	328,309	247,267	334,335	409,744	428,360	555,595	440,067	284,527	438,884	362,791	269,804	105,374
Corn.....“	23,716	26,616	51,574	20,488	20,125	49,345	103,856	17,178	13,802	49,657	40,649	31,094
Peas.....“	19,989	26,939	53,790	113,906	185,502	143,561	119,456	67,158	1,361	21,814	1,379	11,850
Oats.....“	13,38	15,901	17,456	18,942	21,352	7,906	96,433	127,061	37,392	84,572	23,842	28,799
Barley....“	16,541	6,541	6,541	14,541	10,502	4,699	4,699	4,699	4,206	12,088	7,468	12,721
Rye.....“	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flour.....brls.	53,417	57,683	63,661	81,470	105,685	89,526	68,032	57,630	60,431	53,902	74,301	52,358
1877.												
Wheat....bush.	93,874	71,74	61,874	61,574	61,474	98,885	66,477	55,281	51,923	223,037	184,477	392,716
Corn.....“	20,815	16,547	9,234	6,766	19,325	57,383	180,857	176,155	153,009	278,500	187,076	116,434
Peas.....“	11,840	11,840	12,643	14,787	18,933	16,434	26,877	37,815	38,815	11,303	33,072	60,604
Oats.....“	32,543	29,871	34,964	39,475	34,209	23,057	30,014	21,265	67,094	59,632	7,854	11,222
Barley....“	11,481	13,905	13,435	13,435	7,987	27,113	6,145	5,946	2,794	4,048	11,360	44,816
Rye.....“	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,925	1,350
Flour.....brls.	53,004	53,372	53,812	64,741	71,021	65,420	65,987	51,566	29,636	37,469	49,941	31,911

STOCKS OF GRAIN AND FLOUR IN MONTREAL ON THE FIRST SATURDAY OF EACH MONTH FROM 1870 TO 1890 INCLUSIVE—continued.

1878.	JAN.	FEB.	MAR.	APL.	MAY.	JUNE.	JULY.	AUG.	SEPT.	OCT.	NOV.	DEC.
Wheat.... bush.	396,311	396,022	396,095	394,096	400,279	268,459	163,592	100,663	114,261	55,783	122,106	97,163
Corn..... "	121,421	124,150	124,883	121,851	120,447	180,561	176,641	200,409	167,865	207,880	76,405	117,558
Peas..... "	161,106	169,040	178,706	183,029	186,589	156,266	178,381	115,592	1,588	7,733	49,546	52,583
Oats..... "	9,368	9,343	10,102	12,096	10,886	16,465	33,669	34,185	7,894	7,958	9,473	24,425
Barley.... "	45,713	45,225	44,916	45,377	45,879	20,393	25,574	25,573	25,177	30,382	64,432	81,937
Rye..... "	1,394	1,344	1,144	1,144	1,144	1,044	900	869	908	660	962	969
Flour..... brls.	44,091	63,674	55,992	68,363	73,193	62,518	49,085	37,208	36,226	45,681	50,096	40,141
1879.												
Wheat.... bush.	85,270	85,863	85,858	85,858	98,637	123,734	135,909	87,298	52,004	156,783	189,371	147,545
Corn..... "	118,858	118,252	118,252	118,252	99,295	42,340	118,566	17,300	2,000	33,000	31,800	10,569
Peas..... "	51,952	51,952	51,947	52,348	57,610	4,662	51,673	3,372	3,795	5,118	26,841	72,720
Oats..... "	23,141	21,82	25,193	23,992	21,519	15,074	32,141	40,191	1,744	1,049	12,502	129,945
Barley.... "	81,804	85,117	85,112	83,679	81,368	33,765	33,749	33,710	27,302	4,884	61,882	18,466
Rye..... "	869	869	869	869	869	869	1,632	342	342	1,625	22,390	7,199
Flour..... brls.	49,968	55,369	69,716	80,663	71,907	66,858	37,819	24,232	18,188	13,918	51,400	29,657
1880.												
Wheat.... bush.	123,569	155,162	143,567	142,084	148,173	99,359	117,654	42,888	6,631	62,968	83,567	125,049
Corn..... "	9,500	33,500	32,500	85,428	35,800	140,300	116,621	2,500	39,390	30,500	22,000	25,500
Peas..... "	66,522	86,139	98,323	122,226	134,586	145,518	141,426	35,787	.....	32,930	27,370	30,603
Oats..... "	127,389	130,121	130,321	130,221	130,974	38,173	133,062	65,629	62,767	50,294	37,960	45,470
Barley.... "	9,277	11,839	9,839	31,171	5,111	2,611	987	3,671	5,700	5,337	24,239	10,347
Rye..... "	21,056	36,510	37,366	33,133	38,646	11,322	1,511	1,511	1,958	1,880	2,859	7,237
Flour..... brls.	34,070	39,655	35,909	33,495	37,282	32,491	32,336	29,564	27,884	37,916	54,486	28,292
1881.												
Wheat.... bush.	102,179	89,826	64,432	51,542	39,426	87,168	207,770	191,787	124,850	215,826	382,591	161,275
Corn..... "	15,000	6,169	17,100	14,572	13,072	14,981	97,828	112,984	55,872	47,088	41,203	69,015
Peas..... "	38,377	40,442	44,978	54,051	54,853	31,197	53,799	11,475	132	16,676	113,437	109,165
Oats..... "	.....	752	3,942	27,249	22,901	65,810	77,696	44,454	27,967	6,106	19,734	60,049
Barley.... "	6,637	2,210	1,307	141	.....	.....	.....	.....	2,000	.....	10,605	21,553
Rye..... "	7,547	8,035	8,463	8,499	9,735	41,598	554	46	46	10,477	36,081	33,986
Flour..... brls.	41,625	42,024	41,891	42,471	50,984	49,778	50,611	51,108	43,532	34,438	71,255	43,798
1882.												
Wheat.... bush.	118,662	96,559	73,833	54,861	36,504	110,668	104,285	123,458	74,288	84,340	257,259	303,404
Corn..... "	59,115	59,015	54,015	57,055	4,415	31,915	31,496	12,787	.....	13,137	12,200	10,000
Peas..... "	110,642	113,834	116,297	139,386	151,582	152,375	101,798	21,694	19,868	4,400	68,676	25,942
Oats..... "	63,020	56,129	77,531	107,578	75,088	16,988	16,154	19,769	2,542	3,114	14,075	60,542
Barley.... "	22,963	31,934	19,954	19,454	3,967	2,368	493	2,735	1,280	493	12,216	26,460
Rye..... "	36,336	36,789	38,511	44,740	48,804	52,655	31,081	36,585	.....	.....	1,783	2,192
Flour..... brls.	44,043	49,158	65,540	61,767	67,193	80,726	74,672	60,852	48,131	41,028	43,932	37,188
1883.												
Wheat.... bush.	230,490	204,318	198,453	224,114	240,501	335,945	295,753	188,574	120,540	120,655	130,848	212,505
Corn..... "	8,000	5,417	5,970	10,689	9,131	61,008	205,792	117,248	12,549	37,383	46,314	20,400
Peas..... "	28,491	4,420	57,346	71,408	76,569	101,959	138,658	81,991	4,939	4,408	7,152	9,849
Oats..... "	63,684	65,529	84,378	95,861	90,800	30,564	83,444	99,832	52,347	9,731	2,502	6,586
Barley.... "	13,142	29,824	29,906	36,006	35,134	32,513	34,515	41,362	29,812	27,350	28,307	17,469
Rye..... "	4,866	13,227	25,193	26,928	26,928	65,883	74,511	72,139	15,511	51,529	12,573	14,596
Flour..... brls.	50,370	44,593	47,217	55,055	69,847	84,650	47,919	49,754	41,957	38,001	44,750	43,372
1884.												
Wheat.... bush.	188,218	197,958	239,874	249,884	232,153	208,098	205,969	117,700	128,295	88,867	243,238	296,488
Corn..... "	15,532	13,667	14,946	11,955	1,316	43,471	56,156	40,728	.....	500	240	450
Peas..... "	15,045	36,061	64,828	93,943	101,004	76,534	100,199	67,623	32,220	33,713	101,553	38,607
Oats..... "	3,366	3,429	2,504	3,645	3,964	19,237	52,466	44,536	1,389	1,200	6,531	4,836
Barley.... "	16,670	16,104	16,535	13,780	8,258	2,060	2,682	2,572	1,457	2,993	28,535	39,542
Rye..... "	16,968	28,410	31,948	32,848	34,343	22,601	751	631	631	1,175	2,346	3,211
Flour..... brls.	52,889	48,638	44,916	51,281	55,236	70,261	63,949	47,107	38,576	38,901	42,240	45,000
1885.												
Wheat.... bush.	286,767	250,150	186,007	182,838	208,186	123,933	516,183	485,780	417,933	408,283	404,209	439,684
Corn..... "	2,615	1,735	2,535	2,074	1,474	14,093	57,323	1,232	3,300	30,938	55	734
Peas..... "	49,161	83,555	105,923	122,880	164,590	133,534	158,032	124,349	67,623	32,220	30,112	80,440
Oats..... "	7,366	11,030	14,718	18,477	20,389	8,947	13,783	24,152	5,482	6,125	18,063	82,290
Barley.... "	38,990	36,120	35,113	33,848	18,326	9,565	9,237	6,286	5,652	9,187	24,807	8,331
Rye..... "	4,381	16,520	17,555	17,555	18,549	1,418	6,691	604	404	884	634	655
Flour..... brls.	44,860	51,161	61,994	50,516	51,732	58,582	65,297	52,900	37,842	35,354	50,294	40,510

STOCKS OF GRAIN AND FLOUR IN MONTREAL ON THE FIRST SATURDAY OF
EACH MONTH FROM 1870 TO 1890 INCLUSIVE—*continued.*

1886.	JAN.	FEB.	MAR.	APL.	MAY.	JUNE.	JULY.	AUG.	SEPT.	OCT.	NOV.	DEC.
Wheat bush.	485,611	521,684	577,933	657,496	856,939	639,386	538,665	517,173	401,977	86,842	138,852	161,774
Corn	355	1,218	1,578	544	544	57,995	24,057	36,450	10,439	1,600	11,632	52,008
Peas	35,449	61,065	166,716	223,468	248,633	260,981	219,363	242,002	156,072	57,862	176,004	87,735
Oats	86,542	99,522	155,612	177,450	187,810	73,869	74,258	82,597	41,095	9,669	54,840	52,338
Barley	11,673	8,448	5,134	3,682	9,066	11,083	8,917	7,827	9,092	12,658	23,868	50,567
Rye	3,736	5,482	6,319	12,581	14,854	40,593	43,164	31,760	31,747	30,843	31,241	15,743
Flour brls.	42,339	42,180	47,294	54,265	57,689	61,277	61,073	47,733	44,681	42,770	44,401	37,438
1887.												
Wheat bush.	239,107	296,615	291,505	407,836	503,914	222,884	340,301	685,650	441,143	349,808	198,688	116,412
Corn	61,606	60,708	59,208	57,181	53,681	6,009	10,181	3,332	4,000	107,952	6,023	10,392
Peas	131,034	169,219	210,926	257,021	347,015	337,900	354,050	237,392	149,405	92,958	135,526	61,115
Oats	57,213	77,996	102,120	125,973	132,133	80,521	191,277	168,184	124,460	126,508	121,220	109,859
Barley	51,263	63,755	60,654	51,163	41,072	23,952	11,335	5,544	1,499	2,549	14,909	19,532
Rye	21,676	21,672	12,791	22,282	21,719	20,735	16,906	12,253	11,427	10,593	7,196	7,209
Flour brls.	41,732	40,732	44,558	47,985	54,668	50,373	46,183	27,938	24,430	23,466	82,181	32,363
1888.												
Wheat bush.	159,550	217,492	265,640	371,603	620,453	237,799	282,601	253,117	319,719	407,767	273,502	423,919
Corn	9,084	6,714	6,664	6,383	6,307	27,034	37,825	29,238	56,731	73,816	91,402	30,027
Peas	67,174	64,426	64,422	76,725	82,000	136,492	127,680	87,099	76,092	76,519	124,786	49,131
Oats	106,317	83,200	57,791	62,526	45,158	23,618	84,058	73,188	19,127	1,726	16,517	23,961
Barley	13,243	15,857	14,006	12,753	8,267	1,077	1,844	1,891	1,127	3,796	8,343	19,373
Rye	5,050	3,950	3,950	3,950	3,950	3,950	3,000	2,500	.....	.....	.....	.....
Flour brls.	34,692	33,840	35,515	31,602	32,991	59,760	56,767	62,301	57,209	56,502	78,696	92,787
1889.												
Wheat bush.	603,541	471,891	433,550	436,554	496,777	413,887	411,183	297,556	283,693	238,212	143,982	248,634
Corn	35,261	37,844	34,165	33,864	227,939	48,599	251,303	15,850	21,747	87,680	82,358	21,738
Peas	59,682	74,477	83,626	109,149	153,240	204,261	206,741	107,848	65,419	81,842	115,546	122,991
Oats	22,760	36,955	43,118	72,738	65,055	61,845	76,229	38,009	35,214	21,688	14,731	33,436
Barley	38,698	53,615	56,474	51,979	55,959	47,552	28,950	29,352	27,258	26,865	31,201	62,952
Rye .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flour brls.	98,263	96,281	95,737	103,366	99,752	94,744	80,627	71,846	.....	12,205	463	4,825
1890.												
Wheat bush.	354,269	216,047	188,858	150,747	178,674	93,998	80,056	34,069	25,717	77,002	90,973	108,667
Corn	19,409	24,120	21,907	75,408	170,986	172,118	159,208	41,020	5,026	62,479	11,934	3,933
Peas	217,872	241,303	355,877	383,860	359,517	215,977	255,128	163,670	31,672	101,849	157,554	56,550
Oats	63,008	140,033	163,653	104,121	104,852	98,647	112,052	125,553	58,429	20,702	74,006	66,338
Barley	86,403	86,986	83,776	82,698	89,015	61,213	43,550	33,283	28,557	19,255	19,295	20,125
Rye	9,584	32,695	43,318	51,043	56,789	48,705	43,601	.....	770	6,399	21,716	12,397
Flour brls.	67,577	61,089	62,827	64,369	66,839	76,734	73,086	62,697	47,758	46,015	37,570	34,637

The visible supply of Grain comprising the stocks in granary at the principal ports of accumulation at lake and seaboard ports, and in transit by water, 3rd January, 1891:—

IN STORE AT	Wheat. Bushels.	Corn. Bushels.	Oats. Bushels.	Rye Bushels.	Barley. Bushels.
New York.....	2,212,778	512,610	1,582,584	18,053	302,687
" afloat.....	192,000	8,300	74,000	8,000	130,000
Albany.....	.....	55,400	126,500	21,600	54,600
Buffalo.....	1,966,070	199,675	298,285	41,011	1,250,144
" afloat.....	142,000	.....	.....	.....	.....
Chicago.....	6,444,745	216,311	388,357	196,738	389,295
" afloat.....	.....	.....	.....	.....	.....
Milwaukee.....	769,588	1,994	3,325	70,332	484,559
" afloat.....	.....	.....	.....	.....	.....
Duluth.....	3,496,755	171	2,683	.....	3,573
" afloat.....	.....	.....	.....	.....	.....
Toledo.....	943,194	204,370	26,920	18,095	.....
Detroit.....	265,810	61,523	30,292	5,409	351,436
Oswego.....	55,000	80,000	.....	.....	425,000
St. Louis.....	1,984,103	760,918	310,331	909	133,868
" afloat.....	.....	.....	.....	.....	.....
Cincinnati.....	11,000	1,000	87,000	1,000	176,000
Boston.....	25,587	89,157	164,269	12,264	47,244
Toronto.....	112,224	.....	400	.....	94,592
Montreal.....	210,273	4,667	169,478	23,192	23,412
Philadelphia.....	158,601	71,412	157,647	.....	.....
Peoria.....	21,755	113,385	106,069	37,626	61,688
Indianapolis.....	233,910	53,528	13,000	.....	.....
Kansas City.....	242,741	58,182	154,782	1,433	.....
Baltimore.....	669,043	236,740	65,519	20,842	.....
Minneapolis and St. Paul..	5,682,098	3,262	3,962	.....	3,146
On Mississippi River.....	.....	.....	.....	.....	.....
On Lakes.....	.....	.....	.....	.....	.....
On Canal and River.....	7,800	24,900	30,200	.....	128,100
Total Jan. 3, 1891.....	25,847,075	2,757,505	3,795,603	476,504	4,059,344
" Dec. 28, 1889.....	33,756,004	9,289,352	5,121,051	1,228,926	2,385,117
" Dec. 29, 1888.....	38,314,447	8,497,150	8,624,462	1,678,838	2,803,901
" Dec. 31, 1887.....	44,421,139	6,025,258	5,976,781	295,221	3,498,957
" Jan. 1, 1887.....	62,729,869	13,783,114	5,026,610	435,429	2,785,793
" Dec. 26, 1885.....	58,431,813	8,320,695	2,880,968	2,327,152	815,075
" Dec. 27, 1884.....	43,382,190	4,124,812	2,319,974	1,935,587	624,343
" Dec. 29, 1883.....	35,507,400	9,695,044	6,229,342	3,292,196	2,673,349
" Dec. 30, 1882.....	21,048,017	9,104,137	4,423,374	3,610,154	1,470,085
" Dec. 24, 1881.....	17,924,617	17,382,227	2,754,109	2,892,101	1,317,978
" Dec. 25, 1880.....	30,007,418	16,921,123	3,859,694	3,185,241	873,360
" Dec. 27, 1879.....	28,634,366	10,175,216	2,795,105	4,529,297	1,091,333
" Dec. 28, 1878.....	18,283,791	8,525,819	2,700,310	5,248,452	1,722,955

* Minneapolis and St. Paul not included.

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

YEAR.	RECEIPTS, bush.	SHIPMENTS, bush.	IN STORE AT CLOSE, bush.
1890	13,366,669	11,919,723	6,444,745
1889	18,762,647	16,138,825	5,101,274
1888	13,183,360	12,156,826	4,659,313
1887	21,411,249	26,850,576	5,329,150
1886	16,771,743	15,750,129	13,026,608
1885	19,266,772	13,265,223	14,459,855
1884	26,397,587	21,046,577	13,254,906
1883	20,364,155	11,728,754	11,800,415
1882	23,008,596	19,767,884	5,196,906
1881	15,077,651	17,474,541	3,824,796
1880	23,541,607	22,796,288	7,175,062
1879	33,925,423	31,944,927	7,534,198
1878	29,743,557	24,211,739	5,556,662
1877	14,350,658	15,096,123	1,406,685
1876	16,574,058	14,361,950	3,380,189
1875	24,206,370	23,184,339	3,280,254
1874	30,177,026	27,353,635	2,105,779
1873	25,167,516	23,076,644	1,645,000
1872	12,624,141	12,160,046	1,200,000
1871	14,439,656	12,005,649	1,280,000

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

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

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

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

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

On passage to United Kingdom 31st December, 1889: Wheat, 2,082,000 qrs.; Corn, 372,000 qrs.; 31st December, 1890: Wheat, 2,011,000 qrs.; Corn, 412,000 qrs.

INSPECTION OF GRAIN.

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

	1890.	1889.	1888.	1887.
	Bush.	Bush.	Bush.	Bush.
Wheat	661,900	1,948,000	2,225,100	3,362,770
Corn	3,226,700	5,423,400	1,850,200	398,600
Peas	1,854,700	1,320,300	1,167,500	2,009,930
Oats.....	975,000	122,700	37,300	424,740
Barley	100,200	177,300	93,600	50,900
Rye	460,400	113,100	.....	75,400
Buckwheat	126,300	.....	.....	.....
	7,405,200	9,104,800	5,373,700	6,322,340

DATE OF THANKSGIVING DAY.

The date usually selected for Thanksgiving Day (the first or second Thursday in November) occurring just when the approaching close of navigation renders its observance impossible for a large section of the business community here, it was in September resolved to suggest to the Government the desirability of appointing some day in the last week of November when, navigation being closed, the holiday could more generally be observed. The Council learning, however, that it was then too late to effect any change this year, did not address the Government, but it recommends the matter to the attention of its successors in office.

ENCROACHMENT ON THE MOUNTAIN PARK.

The projected extension of the Mountain Park Incline Railway across Fletcher's field to Bleury street, was opposed by the Council as destroying the beauty and usefulness of Fletcher's Field as a recreation ground for the people, and as being unnecessary for the public convenience. It is gratifying to note that the extension was not carried out, but it is hoped that the unsightly erection which has so far served for the terminus may speedily be replaced by one more suitable.

CONTAMINATION OF THE WATER SUPPLY.

The water supply of this city is liable to contamination from two sources, by the vegetable and sawdust deposits in the Ottawa River, and defilement of the reservoirs. With regard to the first of these, a Government enquiry is in progress, but the latter might be prevented by a permanent and efficient patrol service, and this the Council recommended the City Council to provide. The need of something of the kind is obvious when it is remembered that last summer a corpse remained in the upper reservoir for some days before its presence there was discovered.

RATES OF FIRE INSURANCE IN MONTREAL.

Enquiry was made of the Canadian Fire Underwriters Association whether in view of the improved state of the Fire Brigade, there was any prospect of a return to the fifty-cent rate which prevailed some time ago. The Association in reply stated that the experience of the protection afforded by the augmentation of the Fire Department of this city is nei-

ther sufficiently apparent, nor does it cover an adequate period, to enable the Association to sanction, at present, any reduction in rates, but that the matter would be carefully kept in view, it being the desire of the Association to afford the public the fullest benefit which any actual improvement in results when ascertained may warrant.

CIVIC FINANCES.

Upon the publication on 16th December of the City Treasurer's statement of the financial position of this city, the following resolution endorsing the same was adopted :

Resolved,—That the Council of the Montreal Board of Trade, having taken communication of the City Treasurer's statement of the present financial position of this city, hereby strongly endorses the recommendations therein made for the postponement of any expenditure that can be deferred ; and

That in the opinion of the Council no further improvements involving expenditure should be undertaken unless it is demonstrated that such are absolutely necessary, and that, when completed, the city will, in some way, be recouped for the amount expended.

RECEPTION TO H. R. H. PRINCE GEORGE OF WALES.

The Council was glad to initiate the movement to give a public reception to H. R. H. Prince George of Wales, by calling a public meeting here to arrange therefor, and by placing the Council Room at disposal of the committees named thereat.

RETIREMENT OF SIR JOSEPH HICKSON FROM THE GENERAL MANAGERSHIP OF THE GRAND TRUNK RAILWAY.

A very general desire being expressed that the retirement of Sir Joseph Hickson from the General Managership of the Grand Trunk Railway should be taken advantage of by members of this Board and others to mark their appreciation of his services in that office, the Council deputed the President and First Vice-President to wait upon that gentleman and tender him a public dinner on behalf of the Board of Trade and citizens generally. To the Council's regret, Sir Joseph, while expressing himself as deeply impressed by this mark of kindly feeling towards him and as grateful to the Council for tendering him such an honour, asked that he be allowed to accept the will for the deed.

OBITUARY.

MM. ANDREW ROBERTSON, DIED 29TH MARCH, 1890. The members of Council, in company with many general members of this Board, attended Mr. Robertson's funeral, and adopted the following resolution at the first Council meeting held thereafter;—

Resolved,—That the Council of the Board of Trade has learned with deep regret of the death of Mr. Andrew Robertson, Chairman of the Harbour Commission, who, in that office, and also when President of this Board, rendered valuable service to the interests respectively represented by those corporations.

That the Council, having testified to its regard for the deceased by attending the funeral, now tenders to the bereaved family its sincere sympathy in their affliction.

Mr. Alexander Robertson wrote thanking the Council for the resolution and for their attendance at the funeral.

HONOURABLE HUGH MACKAY, DIED 2ND APRIL, 1890. The Wholesale Dry Goods Association adopted resolutions of regret at the death of their old and respected colleague, and its members closed their warehouses on the occasion of the funeral.

CHANGE IN THE ELECTED BOARD OF ARBITRATION.

Mr. Chas. P. Hébert having been elected at last annual meeting a member of the Council, and also a member of the Board of Arbitration, he followed the customary usage of resigning one of the offices, and decided to retain his Councillorship. Thereafter the Council filled the vacancy thus created on the Board of Arbitration by electing Mr. John Kerry a member thereof.

TELEGRAPHIC REPORTS OF CHICAGO MARKET QUOTATIONS.

The Chicago Board of Trade, finding that it could not legally discriminate in the matter of supplying its quotations, between legitimate dealers and bucket shops, resolved to cease collecting and furnishing its market reports or quotations, and has carried out that decision since 31st March. As a consequence, the G. N. W. Telegraph Company notified the Board that after that date it would be unable to supply such quotations.

For several days the Board received a number of private telegrams respecting the Chicago market by the kindness of the Canadian Pacific Telegraph Company, which courtesy was greatly appreciated by the Council and members of the Board generally. Thereafter the Council

considerably increased the appropriation at disposal of the Treasurer for this service, and in conjunction with the Corn Exchange Committee of Management effected an arrangement whereby telegraphic quotations were received throughout the day, which was supplanted by another similar arrangement, but neither of them were entirely satisfactory.

Thanks, however, to the Corn Exchange Committee of Management, a very satisfactory service has been in operation since 1st November, whereby the board is supplied with quotations of the Chicago markets quite as frequently as under the original service by the "Ticker." As a consequence the business between members of the Corn Exchange Association and Chicago, which was small during the period of infrequent advices of that market, has revived considerably, and the telegraph facilities afforded by the two companies on 'Change are again largely made use of.

ANNUAL EXCURSION OF THE CORN EXCHANGE ASSOCIATION.

The 1890 excursion of the Members of the Corn Exchange Association was somewhat of a novelty here, consisting of a trip on one of the largest of the barges engaged in the inland carrying trade, the "Condor," which was placed at disposal of the Association by Mr. Wm. Stewart, on behalf of the owners, "The Kingston and Montreal Forwarding Company." The Grand Trunk Railway kindly provided two special cars for conveyance of the party to Lachine, from whence the party was towed through Lake St. Louis. The "Condor" proved a very commodious craft, and the arrangements made by her owners and by the Committee in charge of the excursion were most satisfactory; moreover the weather was still and perfectly fine, and altogether it was a unique and delightful outing.

THE READING ROOM.

This room, the privilege of frequenting which at all times throughout the day is included in the ordinary membership fee of the Board, is well supplied with newspapers and magazine literature, and the opportunity of perusing such in comfort and quietude is certainly worth more than the amount of that fee.

Professional men and others ineligible for membership in the Board, are permitted to use the Reading Room on payment of an annual subscription of five dollars.

Most of the newspapers and periodicals to be supplied to the Reading Room for the ensuing year, are sold by auction the week before Christmas, the date of sale being advertized at the time: attendance thereat is of course restricted to the Membership of the Board.

LIST OF NEWSPAPERS, &C., TO BE SUPPLIED TO THE MONTREAL BOARD OF
TRADE READING ROOM DURING THE YEAR 1891.

CANADIAN.

DAILY.

Montreal	Gazette. Herald. La Patrie. La Minerve.
Toronto	Globe. Mail. Empire. Chronicle.
Quebec	Chronicle.
Ottawa	Citizen.
Hamilton	Evening Times.
London	Free Press.
Winnipeg	Manitoba Free Press.
Halifax	Chronicle.
St. John	Sun.
Charlottetown	Patriot.

WEEKLY.

Ottawa	Canada Gazette.
Quebec	Official Gazette.
Montreal	Canadian Journal of Fabrics. Canadian Journal of Commerce Canadian Trade Review. Trade Bulletin. Le Prix Courant. Shareholder. Real Estate Record. Le Moniteur du Commerce. Dominion Illustrated.
Toronto	Monetary Times. Canadian Grocer. Week. Grip.
Winnipeg	Commercial.
Victoria, B.C. ..	British Colonist.

MONTHLY.

Montreal	Insurance & Finance Chronicle Dominion Grocer.
Toronto	Monthly Weather Review. Insurance Budget.

COLONIAL.

DAILY.

St. John's, Newfoundland	Evening Telegram.
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AMERICAN.

DAILY.

New York	Herald. Tribune. Evening Post. Commercial Bulletin. Courrier des Etats-Unis.
Boston	Herald.
Baltimore	American.
Buffalo	Courier.
Chicago	Tribune.
Minneapolis ..	Tribune.
Toledo	Blade.
Detroit	Free Press.

WEEKLY.

San Francisco	Weekly Call.
St. Louis	Weekly Globe Democrat.
New Orleans	Weekly Free Democrat.
Detroit	Weekly Free Press.
Cincinnati	Price Current.
Chicago	Farmers' Review. Daily Business.
New York	Traffon's Circular. Produce Exchange Circular. "Bradstreets." Engineering & Mining Journal Financial & Mining Record. Harper's Weekly. Life. Scientific American & Supplement Forest and Stream.

FORTNIGHTLY.

New York	Art Interchange.
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MONTHLY.

New York	Harper's Magazine. Century Magazine. Scribner's Magazine. Cosmopolitan. Outing. North American Review. Popular Science Monthly. Art Amateur. Sun and Shade Architects' Edition Scientific
Boston	Atlantic Monthly. [American.]
Indianapolis	Millstone.
Milwaukee	U. S. Mill r.
St. Louis	Miller & Milling Engineer

BRITISH.

London	Times, (tri-weekly edition).
Glasgow	Daily Herald.

WEEKLY.

London	Graphic. Illustrated London News. Architect. Punch. Judy. Fun. Field. Truth. Pall Mall Budget. Athenæum. Spectator. Saturday Review. Speaker. Public Opinion. Economist. Iron Age. Mark Lane Express. Fair Play. Canadian Gazette.
Liverpool	Weekly Mercury.
Manchester	Weekly Courier.
Edinburgh	Weekly Scotsman.
Dublin	Weekly Irish Times.

MONTHLY.

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

QUARTERLY.

LondonCentury Guild Hobby Horse.

CONTINENTAL.

WEEKLY.

Paris.....L'Illustration.
 L'Echo Agricole.

FORTNIGHTLY.

Paris.....Revue des deux Mondes.
 L'Art.

SHIPPING REGISTERS.

WEEKLY.

New York.....Maritime Shipping Register.

YEARLY.

London... ..Lloyd's Register.

NEW PREMISES FOR THE BOARD.

After long and careful consideration of the various sites available, the Committee on New Premises reported on 20th May last, that it had decided upon the property known as the Cuvillier Block, bounded by St. Peter, St. Sacrament and St. Nicholas Streets, containing about 43,000 square feet, and that it had offered \$3 per foot therefor. This offer was accepted, and thereafter the Committee was, at its own request, discharged, with a hearty vote of thanks from the Council for its unremitting and patient labours. That Committee was appointed 4th November, 1889, re-appointed 4th February, 1890, and consisted of the following gentlemen: Messrs. R. Archer, Chairman; H. A. Budden, Acting Chairman; H. Montague Allan, A. F. Gault, E. B. Greenshields, Edgar Judge, Geo. W. Stephens, and, *ex officio*, the President, Mr. Jas. P. Cleghorn.

A new committee was thereafter appointed as follows, to be known as the Building Committee, in whose hands the matter now is:—Messrs. R. Archer, Chairman; H. Montague Allan, Jas. A. Cantlie, E. B. Greenshields, Chas. P. Hébert, Edgar Judge, R. Reford, and *ex officio*, the President, Mr. Jas. P. Cleghorn.

Some delay ensued after the purchase of the site, owing to some of the parties to the sale being absent in Europe, but the deeds were signed by the President and Secretary on September 2nd, and the first instalment of the purchase money paid. Soon afterwards the Committee purchased that portion of the adjoining property on St. Nicholas Street necessary to make the boundary line of the site from St. Nicholas to St. Peter Street parallel with St. Sacrament Street, but difficulties arose

which delayed the signing of the deeds for that purchase until 8th November.

At the suggestion of the Building Committee, the Chairman (Mr. R. Archer) proceeded in July to Boston and New York, accompanied by the Secretary of the Board, and there by inspecting the various buildings, interviewing architects, etc., etc., acquired much valuable information that has proved of great service to the Building Committee. The conditions of competition having been decided on by the Committee they were printed, and lithographed copies of the plan of site procured. Thereafter Canadian architects were notified by advertisement in the "Canadian Architect and Builder," and the "Canadian Contract Record," that the conditions were ready and could be procured from the Secretary, a considerable number of architects thereupon applying for same. At same time the conditions were mailed to the U. S. architects named therein.

The following are the conditions of competition, and the queries and replies received and answered in accordance with clause 21 thereof :—

MONTREAL BOARD OF TRADE.

CONDITIONS OF COMPETITION FOR BOARD OF TRADE BUILDING.

The Council of the Montreal Board of Trade having purchased a site whereon to erect new premises for its use, appointed a Building Committee and gave it full powers to act in all matters pertaining to the new building.

The Building Committee thereafter arranged the following conditions for a competition of preliminary designs for the building :—

1. Professor R. M. Hunt, of New York, President of the American Institute of Architects, was invited to act as Expert, and he accepted.
2. The competition to be open to all Canadian Architects, \$300 each to be paid to the authors of the best six designs sent in by them which fulfil these conditions.
3. The following United States Architects have accepted the Committee's invitation to submit preliminary designs, each Architect to be paid the sum of \$300 therefor :—

MESSRS. ROTCH & TILDEN, - - - - -	Boston.
MESSRS. SHEPLEY, RUTAN & COOLIDGE, -	"
MESSRS. MCKIM, MEAD & WHITE - - -	New York.
MR. GEO. B. POST, - - - - -	"
MR. CHAS. W. CLINTON, - - - - -	"
MESSRS. E. A. & W. W. KENT, - - -	New York and Buffalo.

4. Competitors may send in one or more alternative designs, but no extra remuneration therefor shall be paid, and if two of the best six designs sent in by

the Canadian Architects should be by the same Architect, he shall not receive extra remuneration therefor, but the amount (\$300) shall be paid to the author of the next (*i. e.*, the seventh) best plan.

5. The drawings and accompanying descriptions are to be distinguished by a motto or device only, different to any previously used by the respective competitors, and when alternative designs are sent, a different motto or device must be used. The drawings and descriptions are to be delivered to Geo. Hadrill, Secretary of the Board of Trade, 10 St. John Street, Montreal, Que., on or before 15th January, 1891, and each competitor shall place his signature and address in a sealed envelope bearing outside his motto or device, and enclose same to Jas. P. Cleghorn, President of the Board of Trade, P. O. Draw 1915, Montreal, Que., who will not open the sealed envelope until after the Committee has finally selected one of the designs.

6. The whole of the designs received to be submitted to the Expert without any indication as to who are the authors thereof, and the Expert shall be requested to endeavour to grade them in order of merit, and to give, as far as may be practicable, his reasons for such grading. Should the Expert's grading leave the Committee in doubt as to which of the Canadian Architects are entitled to remuneration as provided in clause 2 of these conditions, then the Expert shall be requested to select the best six of the Canadian designs.

7. The Committee will, after due consideration of the Expert's report upon the designs submitted, make its own selection which will be final.

8. All drawings but those of the selected design will be returned to the authors thereof so soon as the Committee has made its selection, unless permission has been obtained from the authors for their exhibition.

9. The author of the selected plan shall not be paid the \$300 therefor, but shall be given the superintendence of the work at the usual rate of compensation for architect's services, but in case it may be deemed desirable to associate with the architect of the selected plan a consulting architect, the Committee reserves to itself the right to make such appointment, and to assign to him a proper proportion of the fees.

In case the work is not proceeded with upon selection of the plan, the architect thereof will be paid one-third of the amount of commission which would be due to him were the work completed, and upon completion of the work, the sum so paid would be deducted from the amount then due.

10. SITE—The accompanying plan gives the dimensions of the property, with angles and levels marked, the grades of the different corners at the sidewalk next to the present building, width of present sidewalks, the position and grades of the sewers and on which streets they run, the points of the compass with adjacent streets showing all approaches, the flood levels and the prevailing winds. The plan also shows the homologated lines on St. Peter and St. Nicholas Streets.

11. The Building to be six stories in height in addition to a basement, to be constructed of stone and upon the slow burning principle with iron stairways throughout, the basement however, (excepting such portion of the building as may be arranged for stores) with the Restaurant, to be absolutely fireproof. Very elaborate interior or exterior decoration is not required.

12. The Building shall afford accommodation as follows :—

For the Board of Trade.

- * An Exchange Hall (with good light), area about 4,000 square feet.
- * A Reading Room (with good light) about 30 by 50 feet.
- A Council Room, about 20 by 30 feet.
- A Committee Room, about 15 by 20 feet.
- * An Office, about 20 by 20 feet.

At least three Telephone Rooms, Lavatory, Closets, &c.

* These must be on the ground floor, the Council and Committee Rooms might be located above the Reading Room and Office, as they would together be about the height of the Exchange Hall.

For the Stock Exchange.

All on the first floor at corner of St. Nicholas and St. Sacrament Streets:—

- An Exchange Room, about 30 by 50 feet.
- A Wash and Cloak Room.
- A Vestibule for Messengers.
- Two Offices, each about 10 by 20 feet.

For the Public.

Safety Deposit Vaults without fittings, to occupy about 2,500 to 3,000 square feet.
A Restaurant and Smoking Room.

The remainder of the Building to be arranged for Offices, as many of which as possible shall be provided with open fireplaces and vaults for safes, &c., but that portion facing on St. Peter Street will, for the present, be occupied as stores.

13. No rule is laid down as to building up to or back from the street line, excepting as regards St. Nicholas Street, where the homologated street line is to be built up to, but the following latitude is given:—

The building may be placed,—

On St. Sacrament Street, not more than 15 feet back from the street line.

On St. Peter Street, not more than 5 feet back from the homologated street line.

14. A lane not to exceed 25 feet in width may be provided on the site in rear thereof from St. Peter to St. Nicholas Streets, or, if the design places a portion of the building on that line, the lane or lanes may be differently located.

15. If any of the competitors adopt the suggestion frequently made that the building should occupy three sides of a quadrangle, the open courtyard must face St. Sacrament Street.

16. Provision to be made for heating by steam, for lighting with electricity and gas, for passenger and goods elevators and motive power therefor.

17. An approximate estimate of cost shall be submitted with each design, which shall include ventilating and drainage appliances, provision for heating, electric wires and tubing, gas pipes and fixtures, elevators and machinery for supplying motive power therefor. The cost of the building so completed shall not exceed

\$275,000, and in this connection competitors must bear in mind that rentable space is necessarily a matter of importance in a revenue producing building.

18. The following are the drawings required, all to be on a scale of $\frac{1}{8}$ inch to the foot, and not stretched, mounted on cardboard, or framed, but sent flat in a portfolio:—

Plan of each floor and the basement with measurements (linear and square feet) of the rooms for the Board of Trade and Stock Exchange, and of a few of the other rooms, the walls to be blackened in with India Ink.

Such cross sections as the author of the plan thinks necessary, with sections of walls and floors blackened in.

An elevation of each front drawn in line only without shadows or shading, and with window openings blackened in.

One perspective view taken from the north-west corner of St. Peter Street and Recollet Street, (this point is about 175 feet northwards of the St. Peter and St. Sacrament Streets corner of the site) omitting existing buildings, and such other perspective views as the competitors may respectively think desirable; these to be drawn in line in India ink or sepia, and without street figures or foregrounds excepting lines indicating sidewalks, &c., and without shadows or shading. These may be mounted on cardboard.

19. A brief description (type written) shall accompany each set of drawings, giving such information as cannot be shown on them concerning materials, methods of construction and decoration, and no lettering or writing shall be placed upon the drawings save the names of the rooms and the measurement thereof.

20. No plans will be admitted to this competition after the date specified, 15th January, 1891, and if after selection of a plan the calculated cost of carrying it out is found to exceed the limit of \$275,000 by more than 10 per cent, such plan will be abandoned and another chosen.

21. In event of any competitor desiring additional information or explanation, he shall address his queries to the Secretary of the Board, not later than 15th December, 1890, and a copy of said queries and of the Committee's replies thereto will be simultaneously forwarded to all competitors.

ROBERT ARCHER,

Chairman of the Building Committee.

GEO. HADRILL,

Secretary.

OFFICE BOARD OF TRADE,
MONTREAL, 22nd November, 1890.

MONTREAL BOARD OF TRADE.

CONDITIONS OF COMPETITION FOR BOARD OF TRADE BUILDING.

The following comprise the whole of the queries received from Competitors, together with the Committee's replies thereto; and they are herewith communicated to all Competitors as provided in clause 21 of the Conditions of Competition.

As the date, 15th inst., for reception of queries has expired, this communication is final.

CLAUSES 11 AND 12.

Question—What is understood by the terms Basement, Ground Floor, First Floor, &c.? *Reply*—The Basement is partly underground, the Ground Floor is the floor above it, and the First Floor is the floor above the Ground Floor. It is to be noted that the floor of the Basement must be at least one foot above the highest flood level.

Question—As the Basement, though partly underground on St. Sacramento street, is above the street level towards the southern boundary of the site, both on St. Peter and St. Nicholas streets, may it there be treated as the Ground Floor? *Reply*—This is left to the discretion of competitors.

CLAUSE 12.

Question—Is the Restaurant to be in the Basement? *Reply*—The Restaurant may be in the basement if located on St. Nicholas street at the southern end of the site, as there the floor of the basement is above the street level.

Question—Is there to be a Bar in the Smoking Room? *Reply*—Not necessarily.

Question—Is the Safety Deposit Company's accommodation to be entirely in the Basement? *Reply*—Yes.

Question—Must the Reading Room and Offices directly adjoin the Exchange Hall, or would they be better across a passage or hall? *Reply*—Both the Reading Room and the Board's offices must be in direct communication with the Exchange Hall.

Question—Are separate main entrances required for the Board of Trade Rooms and the Stock Exchange Rooms, and should those rooms respectively be separate from the rentable offices? *Reply*—The Board of Trade entrance should be a prominent feature, but not necessarily reserved for the use of the Board alone. As regards the Stock Exchange, convenient access from the street to its rooms must be provided, but a separate entrance for it is unnecessary. The Board of Trade Rooms and the Stock Exchange Rooms are respectively to be complete in themselves, and should be accessible from all parts of the building.

Question—Are the stores on St. Peter street stores for storage purposes or shops, and how many stories are to be so arranged? *Reply*—All the stories in that portion of the building fronting on St. Peter Street are for the present to be internally ar-

ranged so as to be suitable for wholesale warehouses, or for sample rooms for manufacturers and importers, but such arrangement must permit the future conversion of the same into offices.

CLAUSE 13.

Question—Does clause 13 give architects discretion to put all or only part of the fronts on the lines mentioned? *Reply*—On St. Nicholas Street the clause would be complied with by building up to the homologated line at one or more points, and on St. Peter and St. Sacrament Streets full discretion is allowed within the limits mentioned.

Question—Must the Building occupy the whole of the available site? *Reply*—No, the contrary is indicated in the Conditions by clause 15 and the last paragraph of clause 17.

CLAUSE 15.

Question—On which street is the principal front of the Building to face? *Reply*—On St. Sacrament street.

CLAUSE 17.

Question—What is included in the term "gas pipes and fixtures"? *Reply*—Simply the usual piping and outlets.

ADDITIONAL INFORMATION.

Where the site adjoins other properties, the Building, by law, must be set back at least six feet six inches therefrom if lights are required.

The triangular portion of the site A, B, C, D, A, can be utilized to obtain light and as part of the lane.

In response to requests from competitors the limit of time named in clause 20 for receipt of plans is extended from 15th to 31st January, 1891, after which date no plans will be received.

At suggestion of the Expert, Professor R. M. Hunt, the following additional conditions respecting the perspective views have been decided upon:—In the Perspective Drawings the nearest point of the building to be laid out at $\frac{1}{8}$ " scale in the plane of the picture, and the point of view to be six feet above the ground line.

ROBERT ARCHER,
Chairman of the Building Committee.

GEO. HADRILL,
Secretary.

OFFICE OF BOARD OF TRADE,
MONTREAL, 20th December, 1890.

BRANCH ASSOCIATIONS.

MONTREAL WHOLESALE GROCERS' ASSOCIATION.—This Association has had an exceptionally busy year, holding a number of meetings which entailed considerable work upon the staff of the Board. The Council is pleased to note that at the annual meeting of this Association, a formal expression of satisfaction with the working of its connection with this Board was recorded.

MONTREAL WHOLESALE DRY GOODS ASSOCIATION.—The past twelve months has been somewhat uneventful for this Association; nevertheless, the usefulness of the organization has, from time to time, been apparent to its members.

MONTREAL MARINE UNDERWRITERS' ASSOCIATION.—This Association was but recently organized, its special aim, as stated in its constitution, being to secure beneficial interchange of views upon, and consideration of matters pertaining to, the general conduct of marine insurance.

The whole respectfully submitted.

JAS. P. CLEGHORN,
President.

MONTREAL, 20th January, 1891.

MONTREAL BOARD OF TRADE.

Record of attendance at meetings of Council during year 1890-91 up to date of this Report:—

Name of Member.	Present.	Absent.
Jas. P. Cleghorn, President.....	38	—
Jas. A. Cantlie	37	1
Chas. P. Hébert.....	36	2
Robert Archer, 1st Vice-President.....	35	3
Edgar Judge, Treasurer	34	4
E. B. Greenshields.....	32	6
Chas. Chaput	29	9
R. Hampson	28	10
Robert Reford.....	28	10
A. G. McBean.....	23	15
H. Montague Allan	22	16
Wm. Wainwright.....	21	17
A. A. Ayer.....	20	18
* H. A. Budden, 2nd Vice-President...	19	19
† Hon. J. K. Ward.....	15	23
‡ Thos. G. Shaughnessy.....	9	29

* Absent for a long period owing to illness.

† Absent at Quebec for several weeks in attendance at session of the Legislative Council.

‡ Frequently absent on his official business.

MONTREAL BOARD OF TRADE.

OFFICE-BEARERS AND MEMBERS FOR 1890.

PRESIDENT: JAS. P. CLEGHORN.

1ST VICE-PRES.: ROBERT ARCHER.

2ND VICE-PRES.: H. A. BUDDEN.

TREASURER: EDGAR JUDGE.

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A. A. AYER,
JAS. A. CANTLIE,
CHAS. CHAPUT,

E. B. GREENSHIELDS,
R. HAMPSON,
CHAS. P. HEBERT,
A. G. McBEAN,

ROBERT REFORM,
THOS. G. SHAUGHNESSY,
WM. WAINWRIGHT,
HON. J. K. WARD.

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HON. GEO. A. DRUMMOND,
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CHAS. H. GOULD,

JACQUES GRENIER,
JONATHAN HODGSON,
JOHN KERRY,
HON. EDWARD MURPHY,

HUGH McLENNAN,
W. W. OGILVIE,
JAS. SLESSOR,
GEO. W. STEPHENS.

Secretary

Geo. HADRIEL.

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Adams, R. C.
Aird, Wm. D.
Alexander, Chas.
Allan, Andrew.
Allan, Andrew A.
Allan, Brice J.
Allan, Hugh A.
Allan, H. Montague.
Allan, Jno. S.
Allard, Louis.
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Allen, Jos.
Alston, Jos. E.
Ames, E. F.
Ames, Herbert B.
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Anderson, Chas. H.
Anderson, D.
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Anderson, Jas. D., jr.
Anderson, Jno.
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Aroher, Robt.
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Arnton, Wm. H.
Atkin, Jno.

Atkinson, M. B.
Ault, Chas.
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Baby, Horace.
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Bacon, Thos. P.
Badenach, Thos.
Badgley, John C.
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Bailey, Jas.
Baillie, Jno.
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Baird, Jno.
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Bannister, J. F.
Barbeau, E. J.
Barbeau, Hy.
Barnard, H. A.
Barry, Geo.
Barthe, L. A. P.
Batterbury, F. R.
Battersby, D.
Baumgarten, A.
Baylis, Jas.
Baynes, E. A.
Beard, Geo. T.

Beattie, Jno.
Beauchamp, Louis.
Beaudry, J. A. U.
Beaudry, J. N.
Beaugrand, H.
Belair, Adolphe P.
Bellew, H. F.
Benjamin, F. P.
Bennett, Alf.
Benson, A. A.
Benson, W. Townley.
Bentley, D.
Bickerdike, R.
Biggar, E. B.
Billingsley, Fred.
Binks, C. H.
Binmore, Fred.
Binmore, J. E.
Binns, T. W. C.
Birss, Jas. H.
Birks, Arthur.
Bishop, Geo.
Black, Chas. R.
Black, Ed.
Black, Jno.
Black, Lewis S.
Blackader, C. H.
Blackwell, K. W.
Blaklock, G. H. E.
Blaklock, W. M.
Bland, Geo.

Blue, Walter.
Boas, B. A.
Boas, Foodor.
Boden, Chas.
Boivin, Guil.
Boivin, Leonard I.
Bolton, R.
Bond, Ed.
Booth, W.
Bordeau, Jos.
Borgzeimer, L.
Bossé, Chas. L.
Bossore, René.
Botterell, E. H.
Bourgouin, Geo.
Bousquet, J. S.
Boyd, J. A.
Boyd, R. E.
Boyd, W. E.
Boyd, W. G. E.
Bragg, Henry.
Braidwood, F.
Brainard, Thos. C.
Brais, L. A.
Brault, L.
Brayley, J. W.
Brice, A. J.
Brice, E. A.
Brisette, M. H.
Brock, Jeffrey G.
Brodie, H.

LIST OF MEMBERS.—Continued.

Brodie, Jno.	Charlebois, A.	Davidson, Jas.	Evans, W. Herbert
Brophy, Jas.	Chevalier, Louis	Davidson, Thos.	Eveleigh, Jos.
Brophy, Thos.	Childs, Geo.	Davis, Eugene H.	Ewan, Alex.
Brossard, M.	Childs, Geo. A.	Davis, Louis.	Ewing, A. S.
Brousseau, D. C.	Chipman, Jas. B. M.	Davis, M.	Ewing, S. H.
Brown, Andrew.	Chipman, W. W. L.	Davis, Maurice E.	Ewing, S. W.
Brown, Fayette.	Chisholm, C. J.	Davis, Mortimer B.	Ewing, Wm.
Brown, Geo.	Chouillon, C. A.	Davis, S.	
Brown, Geo. S.	Christmas, T. H.	Dawes, J. P.	Fairbairn, John
Browne, Jno. J.	Claggett, C. C.	Dawson, B., jr.	Fairbanks, Rufus
Brown, Thos.	Clark, A. C.	Dawson, Chas. F.	Farquharson, John
Brown, Thos. B.	Clark, Esmonds L.	Dawson, Sam. E.	Farrell, William
Brown, T. V. R.	Clark, Jas. T.	Dawson, Wm. V.	Fatherstone, A. M.
Brown, W. Godbee.	Clarke, Andrew	DeLisle, M. Nasian.	Featherstone-
Browning, A.	Claxton, T. James.	Delorme, C. E.	haugh, E. C. B.
Browning, I. S.	Cleghorn, J. P.	Delorme, Gustave.	Fenwick, W. J.
Bruneau, L. P.	Clendinning, Wm.	Desaulniers, A. A. L.	Ferguson, D.
Brush, Geo. S.	Clendinning, Wm. jr.	Desbarats, vco, E.	Ferguson, John S.
Bryson, H. E.	Clift, R. S.	Desjardins Alph (M.P.)	Ferguson, W. B.
Buchanan, S. Percy.	Cloran, Michael.	DeWitt, Jno.	Fenlay, R.
Buchanan, W. J.	Clouston, C. J.	DeWitt, W. A.	Fish, E. J.
Bucknall, J. M.	Clouston, E. S.	Dillon John.	Fogarty, Jeremiah
Budden, H. A.	Cochrane, Hon. M. H.	Dillon, J. St. G.	Foley, M. S.
Bulling, W. B.	Coghlin, B. J.	Dobell, H.	Forget, L. J.
Bulmer, H.	Cole, Frank E.	Dodwell, L. E.	Forget, R.
Bulmer, Henry, jr.	Cole, Fred R.	Donahue, Wm.	Forman, John
Bulmer, Jno. A.	Jolson, C. E.	Donnelly, John T.	Poster, C. C.
Bulmer, Thos. C.	Conroy, Thomas.	Donnelly, P.	Fraser, A. D.
Buntin, Alex.	Cookson, S.	Doucet, Louis.	Fraser, D. Torrance
Burland, J. H.	Corbett, J.	Doucet, Pierre.	Fraser, Donald
Burland, Geo. B.	Coristine, Jas.	Dougall, Jas. S. N.	Fraser, George B.
Burnett, G. F.	Coristine, T. J.	Dougall, J. R.	Fraser, John
Burnett, Jas.	Corneille, Chas. C.	Doyle, Jno. E.	Fraser, N. J.
Burstell, Jno.	Corthorn, H. G.	Drummond, Hon. G. A.	Furniss, E. L.
Byrd, Chas.	Costigan, John	Drummond, Geo. E.	Fyfe, James
	Costigan, Rich.	Drummond, H. R.	
	Costigan, W. T.	Drummond, M.	Gagnon, E. A.
Cains, Geo. L.	Cottillard, Auguste.	Drummond, Thos. J.	Galarneau, Leopold.
Caldwell, W. Alex.	Cowan, John.	Drysdale, David.	Galarneau, P. M.
Campbell, C. C.	Cowans, R.	Drysdale, Wm.	Galbraith, Wm.
Campbell, David, sr.	Cowie, A. McK.	Duchesneau, Jos.	Galibert, Emile.
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Campbell, Geo. A.	Coye, F. J.	Dufresne, C. A.	Gardner, Jas.
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Cameron, Geo. A.	Crawford, David.	Duncan, John	Garth, Henry W.
Can. Pac. Ry. Frt. Agt.	Creak, Geo.	Dunlop, A. F.	Garth, John N.
Do. Foreign Frt. Office.	Crofts, H. W.	Dunlop, Graham, C.	Ganche, G. G.
Cantin, A.	Crombie, A. M.	Dupont, W. D.	Gault, A. F.
Cantlie, Geo. S.	Crossby, Peter A.	Durand, James E.	Gault, C. E.
Cantlie, Jas.	Crowdy, Geo. J.	Durnford, A. D.	Gault, John.
Carnegie, Jas. H.	Cumming, A. C.	Duverger, Henri	Gault, Leslie H.
Carruthers, Jas.	Cumming, W. T.	Dyer, W. A.	Gault, R. I.
Carsley, S.	Cundill, Francis.		Gauthier, T.
Carter, Stewart F.	Cunningham, Chas. H.	Eeroyd, Thomas	Gear, Wm.
Carter, T. Henry.	Cunningham, Jas.	Edwards, J. P.	Geoffrion, L. N.
Cassils, Chas.	Cunningham, Wm.	Ekers, H. A.	Gibson, John F.
Cassils, John.	Currie, F. P.	Elliott, E.	Gilbert, P. H.
Cassils, John S.	Currie, Jas.	Elmenhurst, W. R.	Gillespie, J. A.
Cassils, Wm.	Currie, Wm.	Esdale, C. B.	Gilmour, Alex. Y.
Caverhill, Frank.	Cushing, J. A.	Esdale, R. M.	Gilmour, Daniel.
Caverhill, G.	Cushing, Thos.	Euard, Wm.	Gilmour, Jas D.
Caverhill, Jno. L.	Cusson, Alexis.	Evans, Alf. B.	Gilmour, J. Y.
Cayford, Jas. H.	Cuttle, Jas. A.	Evans Edwyn	Gilmour, Thos.
Chabot, J. N.	Dalrymple, Jas.	Evans, F. W.	Girard, Auguste.
Chaffee, A. B.	Darling, Jas.	Evans, Jas. S.	Globenky, F. D.
Chandler, Clarence E.	Darling, Thos.	Evans, Robert	Gnaedinger, E. W.
Chandler, F. C.	Darling, Wm.	Evans, Williams	Goode, John B.
Chanteloup, E. A.	Dartnell, Ed. F.	Evans, William B.	Goodhugh, W. S.
Chapleau, G.			
Chapman, W. B.			
Chaput, Chas.			

LIST OF MEMBERS.—Continued.

Gordon, John.	Hearle, J. G.	Johnson, Wm.	Leblanc, E. L.
Gordon, L. A.	Hébert, Albert.	Johnston Hy. J.	Leclaire, Alphonse.
Gordon, Wm. V.	Hébert, Chas. P.	Johnston, James.	Lee, John.
Goudron, Jules	Hébert, L. H.	Johnston, Wm. F.	Lefebvre, Michel.
Gould, Charles H.	Hébert, Zéphirin.	Johnston, W. W.	Lefebvre, M. Théodore.
Gould, Charles H. jr.	Hecker, E.	Jonas, Henri.	Lefebvre, M. Théodule.
Gould, Joseph.	Helbronner Jules.	Jones, C. G.	Leggatt, Jas.
Gould, O. M.	Hemsley, R.	Jones, J. H.	Lemay, E. H.
Gower, W. E.	Héneault, Louis H.	Joseph, Hy.	Le Mesurier, W. M.
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Grafton, Frank Baylis.	Henderson, Norman.	Joseph, Horace.	Leslie, A. C.
Graham, A. F.	Henderson, R.	Joseph, J. H.	Leslie, Jas.
Graham, D.	Henev, Edw. N.	Joseph, Jesse, jr.	Letang, C. L.
Graham, Geo.	Henry, A. C.	Judge, Edgar.	Letourneux, C. H.
Graham, Hugh.	Hendery, Alex.	Kelly, Jas. E.	Levin, B.
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Trunk } Burton, J.	Henshaw, F. W.	Kennedy, Murray.	Lewis, G.
Ry. } White, A.	Henshaw, Geo. H.	Kent, A. L.	Lewis, Jno.
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Granger, Flavien J.	Hetherington, J. S.	King, Chas.	Liffiton, W. T.
Grant, Angus.	Heward, S. B.	Kinghorn, G. M.	Lightbound, Geo.
Grant, C. H. A.	Hewitt, E. A.	Kinghorn, R. S.	Lilly, E. A.
Grant, John G.	Hiam, Thos.	Kingman, Abner.	Lindsay, Robt.
Gravel, J. O.	Hickey, J. N.	Kingston, Fred.	Lindsay, W. Taylor.
Green, Michael.	Hickson, Sir Jos.	Kintooh, Wm.	Linton, Jas. A.
Greene, F. Hilton.	Higginson, Alex. T.	Kinloch, Wm. G.	Linton, R.
Greene, E. K.	Hird, Samuel.	Kinnear, Stanley.	Little, Leonard G.
Greene, E. K. jr.	Hislop, D. S.	Kirk, J. M.	Little, Wm.
Greenshields, Edw. B.	Hodge, Geo.	Kirkpatrick, Jno. E.	Livingstone, J. M. M.P.
Grenier, Jacques.	Hodges, J. H.	Kirkpatrick, J. J.	Lockett, A. L.
Griffith, John J.	Hodgson, Arthur.	Kissock, Wm.	Lockerby, D. L.
Grindley, R. R.	Hodgson, Henry.	Knowles, Wm.	Lockerby, W. W.
Guest, James.	Hodgson, Jonathan.	Knox, Jas. W.	Lomer, Gerald
Gurd, Charles.	Hodgson, Thos. E.	Kohl, G. A.	Lonsdale, T. H.
Hadrill, Alf. W.	Hogan, Henry.	Labatt, Theo.	Loughman, M.
Hagar, Chas. W.	Holden, Albert.	Labbé, Geo. H.	Lovell, R. K.
Hagar, Edward.	Holden, J. C.	Labelle, A. E.	Luttrell, Jos.
Hagar, John F.	Holland, Chas.	Labelle, Hospice.	Lyall, Peter.
Hague, Geo.	Holland, Philip H.	Labelle, J. H.	Lyman, Chas.
Haig, E.	Holland, R. Henry.	Lacaille, Chas.	Lyman, Fred G.
Haig, R. D.	Holloway, E.	Lacy, E. D.	Lyman, Hy.
Haines, F. S.	Hood, Hugh W.	Laframboise, Arthur.	Lyman, Henry H.
Hains, John McD.	Hooper, Angus W.	Laframboise, E.	Lyman, Roswell C.
Hall, John S.	Hopper, R. T.	Lafrenière, J. O.	Magor, Frank
Hamilton, Alex.	Hosmer, C. R.	Laing, Jas. N.	Magor, John H.
Hamilton, Geo. W.	Houston, Gavin.	Laing, Jno. D.	Magor, Victor.
Hamilton, H.	Howell, A. W. D.	Laing, M.	Magor, E. J.
Hamilton, Jno.	Hubbard, A. I.	Laing, Peter.	Mann, Albert.
Hampson, R.	Hudson, Firmin.	Lamallice, P. E.	Mann, Eric.
Hanna, George H.	Hughes, H. H. F.	Lamb, Thos.	Manson, Alex.
Hannan, M.	Hughes, J. W.	Lamontagne, H.	Marchand, J. C.
Haunan, W. R.	Hunstecker, J. E.	Lang, H. H.	Mariotti, C.
Hanson, Charles A.	Huot, Lucien.	Langan, Frank.	Marling, J. W.
Hanson, Edwin	Hurteau, N. A.	Langwell, Geo. H.	Martin, Hy. H.
Hanson, Wm.	Hurtbise, A. L.	Lapierre, Z.	Martin, Horace T.
Hardisty, Joseph.	Hutchison, R. B.	Laporte, Hormisdas.	Martin, John.
Harper, Jas.	Hutchison, Wm.	Larivière, Fred. C.	Martin, J. B. A.
Harrower, Geo. H.	Inglis, James.	Latimer, R. J.	Martin, P. P.
Harrower, Jas. M.	Inglis, J. M.	Lavers, A. H.	Mason, Hy.
Harrower, Robt.	Irish, D. T.	Lavigne, E. F.	Massey, F.
Hart, C. T.	Ives, H. R.	Laviolette, D.	Masson, D.
Hart, Frank J.	Jackson, Hy. A.	Law, David.	Mathewson, J. A.
Hart, Gerald E.	Jackson, W. L. S.	Law, Jas.	Mathewson, S. J.
Harte, Jas. A.	Jacques, C. E.	Law, Robt.	Mathewson, Wm. B.
Hartt, Geo. F.	Jameson, R. C.	Lawrence, W. V.	Mathieu, Aimé.
Harvey, Hy.	Jaques, C. A.	Learmont, Jos. B.	Mathieu, Euclide.
Harvie, R.	Jaques, Geo. E.	Lebel, J. P.	Mathews, J. E.
Haskell, Jno. F.	Johnson, Chas. M.	Lebœuf, S. Z.	May, Frank.
Hastings, W. A.	Johnson, Chas. R. G.		
Hatton, D.			

LIST OF MEMBERS.—Continued.

- May, Fred.
 May, Gustave C.
 Meakins, Chas. W.
 Meighan, Robt.
 Meldrum, Jas.
 Meldrum, Wm.
 Meredith, J. S.
 Meredith, Robt.
 Meredith, W. H.
 Miles, Henry.
 Millar, Geo. M.
 Miller, Wm. R.
 Miller, R.
 Milroy, Jno. J.
 Mills, J. W.
 Minto, Wm.
 Mitchell, Alex.
 Mitchell, Jas. M.
 Mitchell, John.
 Mitchell, Hon. Peter.
 Mitchell, Robert.
 Mocoek, T. J.
 Moir, Jno. A.
 Molsons Bank.
 Molson, J. H. R.
 Molson, J. T.
 Molson, J. W.
 Monk, C. D.
 Monk, Jas. G.
 Montreal Elevat'g. Co.
 Mooney, Geo. A.
 Moore, T. F.
 Morgan, C. D.
 Morgan, Jas. jr.
 Morin, Chas. A.
 Morin, L. E.
 Morin, L. E. jr.
 Morkill, R. D. jr.
 Morrice, D.
 Morrice, D. jr.
 Morrice, W. J.
 Morris, Alex. W.
 Morris, C. B.
 Morrison, G. W.
 Morton, Chas.
 Morton, Henry
 Moseley, E. F.
 Moncel, G. N.
 Mudge, E. W.
 Mudge, H. J.
 Muir, Wm. E.
 Mullin, Jas. E.
 Munderloh, Hy.
 Munderloh, W. C.
 Munn, Stewart
 Munn Wm. A.
 Murphy, Edward
 Murray, H. E.
 Murray, Jno. C.
 Murray, W. G.
 Mussell, Wm.
 Mussen, H. S.
 Macartney, Hy.
 Macaulay, Robertson.
 Macaulay, Thos. B.
 Macdonald, Alex. E.
 Macdonald, T. V.
 Macdougall, G. Cam'bel.
 Macfarlane, Allan.
 Macfarlane, C. H.
 Macfarlane, David.
 Macfarlane, John.
- Macfarlane, M. C.
 Macfarlane, Robert.
 Macintosh, C. F.
 Mackay, Jno.
 Mackay, Lachlan.
 Mackay, R.
 Mackenzie, J. W.
 Mackenzie, Hector.
 Mackerrow, Jno. A.
 Maclean, John.
 Maclean, J.
 Macpherson, Alex.
 Macpherson, A. B.
 Macpherson, D. M.
 Macpherson, W. M.
 McAllan, A. K.
 McArthur, Alex.
 McArthur, Colin.
 McArthur, D. J.
 McArthur, Jas. C.
 McBean, A. G.
 McBean, Donald G.
 McBean, Duncan G.
 McBean, Geo.
 McBride, Jas.
 McCall, Jas. T.
 McCallum, J. W.
 McCaskill, D. A.
 McConnell, W. G.
 McCready, Jas.
 McCrory, P.
 McDonnell, Jno. McK.
 McDonald, W. C.
 McDougall, Alex.
 McDougall, Duncan L.
 McDougall, Jas.
 McDougall, James.
 McDougall, John.
 McDougall, J. S.
 McDougall, K. W.
 McDougall, Thos.
 McElderry, Frank.
 McFee, Alex.
 McGarvey, Owen.
 McGill, J. J.
 McGrail, M. J.
 McGrail, M. T.
 McHenry, Geo. H.
 McIndoe, F. C. A.
 McIntyre, Duncan.
 McIntyre, Wm. Cassils.
 McKay, Geo. D.
 McKay, T. M.
 McKay, W. Alex.
 McKeand, Anthony.
 McKee, A. H.
 McKeown, Jas. H.
 McKerrrow, John.
 McKinnon, Geo.
 McLachlan, Wm.
 McLagan, P. W.
 McLaren, D. K.
 McLaren, D. W.
 McLaren, W. D.
 McLea, John B.
 McLea, Kenneth J.
 McLea, R. Paton.
 McLean, Chas.
 McLean, Jos.
 McLennan, Alex.
 McLennan, Ewan.
 McLennan, Hugh.
- McMaster, Jno. A.
 McMaster, Wm.
 McMoran, R. M.
 McMurtry, S. A.
 McNally, W.
 McNamee, F. B.
 McNider, A.
 McPherson, D. A.
 McPherson, Jas.
 McShane, R.
 Nash, Fred.
 Nelles, J. Widmer.
 Nelles, R. Campbell.
 Nelson, Albert D.
 Nelson, Fred. E.
 Nelson, Wm. J.
 Ness, T. W.
 Newman, Frank W.
 Newman, Thos. Henry.
 Nicoll, Arch.
 Nicolson, Jno. F.
 Nield, E.
 Nightingale, H.
 Nivin, Wm.
 Noad, J. S.
 Nolan, W. H.
 Norris, Jas. S.
 Notman, Wm.
 O'Brien, James.
 O'Connor, E. G.
 O'Flaherty, John.
 Ogilvie, Alex. T.
 Ogilvie, W. W.
 Ogilvy, John.
 O'Grady, G. de C.
 Olds, Geo.
 O'Leary, John.
 Oliver, James.
 Oliver, R. S.
 Olivier, L. S.
 Orsall, Alex.
 Osborne, Fred.
 Osgood, C. N. D.
 Packard, L. H.
 Page, C. Sewell.
 Pain, Walter.
 Palmer, J. Wesley.
 Parent, Désiré.
 Parent, G. W.
 Parker, E. W.
 Parker, Moses.
 Paterson, Andrew.
 Paterson, A. T.
 Paterson, John A.
 Paterson, J. W.
 Paterson, R. M.
 Paterson, Wm.
 Paterson, W. S.
 Paton, Hugh.
 Patton, Thos. L.
 Patten, O. P.
 Patterson, A. T.
 Paul, Frank.
 Paul, Walter.
 Peck, Jas. H.
 Peck, T.
 Peddie, R.
 Pelton, G. S.
 Penfold, J.
- Penny, E. G.
 Peverley, C.
 Phelps, Geo. F.
 Phillips, C. S. J.
 Piché, Gustave.
 Picken, Henry B.
 Pillar, Lindsay.
 Pillow, J. A.
 Pinder, John.
 Poe, D. A.
 Pole, Ed.
 Poliwska, Emil.
 Popham, E.
 Popham, John.
 Porteous, John.
 Porteous, Thos.
 Potter, Thos. J.
 Pratte, L. E. N.
 Prevost, Hector.
 Prevost, Sinaï.
 Proctor, Chas. D.
 Putnam, H. L.
 Pyke, James W.
 Quintal, Joseph.
 Quintal, Jos. Ed.
- Racine, Alphonse.
 Radford, Ed.
 Radford, Walter.
 Ramsay, Alex.
 Ramsay, J. C.
 Ramsay, W. M.
 Rankin, Jas. L.
 Ransom, H.
 Raphael, H. W.
 Raphael, John F.
 Rawlings, Ed.
 Rayside, James.
 Reaves, George.
 Redfern, J. H.
 Redpath, F. R.
 Reed, Chas. N.
 Reed, John J.
 Reed, Stewart.
 Reed, Wm.
 Rees, D. J.
 Reford, R.
 Regan, H. H.
 Reid, R. G.
 Reid, Thomas.
 Reid, William.
 Reinhardt, Chas. S.
 Rendell, Jas. E.
 Reynolds, E. S.
 Reynolds, F. X.
 Richelieu & O. N. Co.
 Rickaby, J. B. H.
 Riddell, A. F.
 Ritley, J. J.
 Rintoul, W. H.
 Roach, Walter.
 Robert, J. B.
 Roberts, Geo. Ash.
 Robertson, Andrew.
 Robertson, Andrew S.
 Robertson, David.
 Robertson, G. Ross.
 Robertson, Farquhar.
 Robertson, John.
 Robertson, John A.
 Robertson, J. B.

LIST OF MEMBERS.—Continued.

Robertson, W. F.	Shearer, John S.	Stewart, Wm.	Viau, C. T.
Robillard, Jos.	Shorey, C. L.	Stirling, John.	Villeneuve, J. O.
Robinson, G. W.	Shorey, Hollis.	Stonegrave, A. C.	Vipond, George
Robitaille, J. A.	Shorey, S. O.	Strachan, James.	Vipond, T. J.
Rodger, James.	Short, R. Allan.	Strachan, Wm.	Vipond, T. S.
Rolland, J. D.	Sidey, D. D.	Stroud, H. W.	Wade, E. J.
Rolland, Oct.	Sidey, J. G.	Stroud, W. D.	Wainwright, Wm.
Rolland, P. D.	Silverman, Simon	Stuart, J. Fraser.	Wait, George.
Ronayne, E. P.	Simmons, John.	Stuart, W. W.	Walbank, Wm. McLea
Root, C. J., jr.	Simms, Francis H.	St. Arnaud, L. N.	Walker, F. W.
Rose, J. B.	Simms, Robert.	St. Denis, Edouard.	Walker, John.
Rose, J. C.	Simpson, Geo. W.	St. George, Pereival W.	Walters, Charles H.
Ross, D. Ross.	Simpson, J. Cradock.	St. Louis, L.	Ward, Hon. J. K;
Ross, D. W.	Sims, A. Haig.	St. Marie, L., M.P.	Ward, Joseph.
Ross, Geo. D.	Sims, Lindsay D.	St. Onge, S.	Wardlow, Jas. H.
Ross, Jas. G.	Sincennes, McNaugh-	Summer, Geo.	Warren, W. H.
Ross, Philip S.	ton Line.	Sutherland, Geo. A.	Warrington, F. H.
Ross, Robt.	Sinclair, David.	Tasker, James.	Warrington, John T.
Ross, W. G.	Sinton, Jas. C.	Tatley, Wm.	Watier, George N.
Ross, W. R.	Sise, C. F.	Taylor, A. T.	Watson, David.
Rothwell, Ed. E.	Slater, Geo. A.	Taylor, Homer.	Watson, J. C.
Routh, F. A.	Slessor, James.	Taylor, Jas. A.	Watson, W. W.
Routh, J. H.	Slessor, Wm. P.	Taylor, John.	Watt, Alexander.
Routh, Rodolph O.	Small, Wm.	Tees, D. T.	Watt, Alex. McTavish.
Routh, R. T.	Small, E. A.	Tees, Wm.	Watt, D. A. P.
Row, John.	Smardon, Richard.	Telmosse, L. W.	Weir, Godfrey.
Royal Can. Ins. Co.	Smith, Chas. F.	Tellier, H. J.	Weir, Somerville.
Russell, A. L.	Smith, Sir Donald A.	Tester, J. W.	Weir, William.
Russell, Hugh.	Smith, G. F. C.	Tiffin, H. J.	Welsh, A. A.
Russell, Jno. J.	Smith, H.	Thibaudeau, A. A.	Welsh, J. H. M.
Ryan, M. P.	Smith, J. Lionel.	Thibaudeau, Hon. J. R.	White, Richard.
Sadler, Geo. W.	Smith, J. Murray.	Thom, James.	White, R. S.
Saffers, Fred. M.	Smith, Lionel J.	Thomas, F. Wolferstan	Whitehead, E. A.
Samuel, Thos.	Smith, M. B.	Thomas, R. K.	Whitham, James
Saunderson, C. E.	Smith, Wm.	Thompson, Edwin.	Whitney, John E. M.
Sauvageau, T.	Smith, Wm. B.	Thompson, M. M.	Whyte, W. H.
Savage, Ed. J.	Smith, Wm. Howe.	Thomson, A. D.	Wight, Norman.
Savage, J. G.	Smith, Wm. Oliver.	Thomson, Adam G.	Wight, R. E.
Scheyer, Hermann S.	Smithers, Geo. H.	Thomson, D. G.	Wiley, A. T.
Sclater, C. P.	Smyth, Chas. E.	Thomson, Geo. A.	Wilks, Arthur W.
Sclater, Wm.	Snetsinger, J. G.	Thomson, Jas.	Williamson, James.
Scholes, Francis.	Snow, Wm.	Thomson, Malcolm.	Wilson, A. A.
Schultz, Ed.	Somerville, C. D.	Thorning, Otto.	Wilson, Jacob.
Schwob, M.	Sonne, Thomas.	Thouret, Emile.	Wilson, Jas. jr.
Scott, Gilbert.	Strangman, Chas.	Thurston, I. D.	Wilson, J. C.
Scott, Henry C.	Stancliffe, F.	Torrance, John.	Wilson, J. H.
Scott, Jas.	"Star" Representative	Torrance, John, jr.	Wilson, J. R.
Scott, Jno. H.	Starke, Geo. R.	Torrance, W. F.	Wilson, J. T.
Scott, J. P.	Starke, R. G.	Tourville, Louis.	Wilson, Robert.
Scott, Wm.	Stearns, I. H.	Townsend, S. B.	Wilson, Thomas.
Seath, David.	Stearns, Seargent P.	Trimble, Thomas.	Wilson, Walter
Seath, W.	Stephen, Francis.	Trottier, A. A.	Wilton, Wm.
Semple, J. H.	Stephens, G. W.	Trottier, Louis T.	Winn, J. H.
Shallow, F. D.	Stephens, Jno.	Truteau, A. C.	Wintle, Ernest D.
Shanly, Walter (C.E.)	Stevenson, Arch W.	Tudor, Ed. J.	Withers, J. Philip
Sharpe, Ed. S.	Stevenson, J. Alex.	Turnbull, Thos. T.	"Witness" Represen-
Shaughnessy, Thos. G.	Stevenson, Jas. Cartw't	Turner, A. D.	tative.
Shaw, Jas.	Stevenson, R. R.	Turpin, W. J.	Wonham, W. R.
Shaw, Jas. G.	Stevenson, S. C.	Tyler, Richard.	Woods, Samuel
Shaw, J. Hamden.	Stephenson, W. A.	Tyre, Robt. W.	Wulff, J. F.
Shaw, Robert	Stewart, Alex.	Vadinaet, Louis.	Young, Andrew.
Shaw, Thomas.	Stewart, A. B.	Vaillancourt, J. A.	Young, John M.
Shaw, Wm.	Stewart, David.	Vallée, C. A.	
Shearer, James.	Stewart, Jas.	VanHorne, W. C.	
Shearer, Jas. T.	Stewart, Jas. H.		
	Stewart, James F.		

MONTREAL CORN EXCHANGE ASSOCIATION.

OFFICE-BEARERS FOR 1890.

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PRESIDENT:—R. M. ESDAILE.

ACTING PRESIDENT:—A. E. GAGNON.

TREASURER:—D. ROBERTSON.

JOHN BAIRD,
JOHN MAGOR,
D. A. McPHERSON,JAS. S. NORRIS,
H. W. RAPHAEL,
WM. STEWART.

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JOHN DILLON,
G. M. KINGHORN,JNO. E. KIRKPATRICK,
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MEMBERS:

- | | | | |
|---|--|---|--|
| <p>Allan, Andrew.
Allen, Jas.
Anderson, D.
Archer, Robt.
Arnott, Jno. R.</p> <p>Baird, C. J.
Baird, Jno.
Batterbury, F. R.
Benson, W. Townley.
Bickerdike, R.
Braidwood, F.
Brice, A. J.
Brice, E. A.
Brodie, Jno.
Brossard, M.
Brown, Thos. B.
Bruneau, L. P.
Budden, H. A.</p> <p>Can. Pac. Ry. Frt. Agt.
Do. Foreign Frt. Office.
Carruthers, Jas.
Cookson, S.
Cowie, A. McK.
Craig, E. F.
Crane, T. A.
Currie, Jas.</p> <p>Dawes, J. P.
Desaulniers, A. A. L.
Dillon, John.
Dobell, H.</p> <p>Esdaille, C. B.
Esdaille, R. M.
Evans, William.</p> <p>Fairbairn, John.
Fairbanks, Rufus.
Ferguson, W. B.
Foley, M. S.</p> <p>Gagnon, A. E.
Gardner, Frederick.
Gear, Wm.</p> | <p>Gilmour, Thomas.
Girard, Auguste.
Gould, Chas. H.
Gould, Joseph.
Gould, O. M.</p> <p>Grand } Burns, A.
Trunk } Burton, John.
Ry. } White, A.
Wiley, W.</p> <p>Hampson, R.
Hanna, Geo. H.
Hart, C. T.
Harvie, R.
Hastings, W. A.
Hodgson, Arthur.
Hodgson, Henry.
Holloway, E.
Hunsticker, J. E.
Hurtubise, A. L.</p> <p>Inglis, James.</p> <p>Johnston, William F.
Judge, Edgar.</p> <p>Kinghorn, G. M.
Kingman, Abner.
Kirkpatrick, Jno. E.</p> <p>Labelle, Hospice.
Lafrenière, J. O.
Laing, Peter.
Lebel, J. P.
LeMesurier, W. M.</p> <p>Magor, John.
Magor, Victor.
Mason, Hy.
Meighan, Robt.
Mitchell, Alex.
Mitchell, Jas. M.
Montreal Elevating Co.
Munderloh, W. C.
Munn, Stewart.
Munn, Wm. A.</p> | <p>Murray, H. E.
Macdougall, G. Campb'l
Macpherson, W. M.
McBean, A. G.
McBean, Duncan G.
McBean, Geo.
McConnell, W. G.
McDougall, Jas.
McFee, Alex.
McGrail, M. J.
McGrail, M. T.
McKay, T. M.
McLagan, P. W.
McLea, John B.
McLea, Kenneth.
McLean, Chas.
McLennan, Ewen.
McLennan, Hugh.
McPherson, D. A.</p> <p>Nivin, Wm.
Ncad, J. S.
Norris, Jas. S.</p> <p>Ogilvie, W. W.
Oliver, R. S.</p> <p>Parent, Désiré.
Paton, Hugh.
Peddie, R.
Popham, John.
Porteous, John.</p> <p>Quintal, Joseph.</p> <p>Raphael, H. W.
Reford, R.
Rendell, Jas. E.
Richelieu & O. N. Co.
Robertson, Andrew.
Robertson, David.
Robillard, Jos.
Robinson, G. W.
Routh, F. A.
Routh, R. T.
Royal Canad'n Ins. Co.</p> | <p>Scott, Jas.
Scott, Wm.
Shaw, Jas.
Shaw, Thomas.
Sidey, J. G.
Simms, Robt.
Sinton, Jas. C.
Smith, H.
Smith, J. Lionel.
Smith, Lionel J.
Smith, Wm. B.
Smith, W. Howe.
"Star."
Stevenson, P. S.
Stewart, James F.
Stewart, Wm.
Strachan, James.
St. Onge, S.</p> <p>Tatley, Wm.
Thom, James.
Thomson, A. D.
Thomson, Adam G.
Thomson, D. G.
Thomson, Geo. A.
Torrance, John.
Torrance, John, jr.
Tourville, Louis.
Truteau, A. C.
Tudor, Ed. J.</p> <p>Vadinaet, Louis.
Via, C. T.
Vipond, T. S.</p> <p>Wade, E. J.
Wait, George.
Ward, Joseph.
Warrington, F. H.
Warrington, Jno. T.
Watt, D. A. P.
Wight, R. E.
Williamson, James.
"Witness."</p> <p>Young, John M.</p> |
|---|--|---|--|

MONTREAL WHOLESALE GROCERS ASSOCIATION.

OFFICE-BEARERS FOR 1890.

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VICE-PRES. :-CHAS. P. HÉBERT.

TREASURER :-D. T. TEES.

DIRECTORS :-CHAS. CHAPUT, W. W. LOCKERBY, A. D. TURNER.

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D. C. BROUSSEAU. A. H. F. HUGHES. WM. KINLOCH. H. LAPORTE. H. RANSOM.

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

MONTREAL WHOLESALE DRY GOODS ASSOCIATION.

OFFICE BEARERS FOR 1890.

PRESIDENT—JAS. P. CLEGHORN,

VICE-PRESIDENT—JAMES SLESSOR.

TREASURER—JOHN A. ROBERTSON.

DIRECTORS :

R. L. GAULT,

ALPHONSE LECLAIRE,

FRANK MAY,

GEORGE SUMNER.

MEMBERS :

Bourgoin, Duches- neau & Cie. Brophy, Cains & Co.	Gault Bros. & Co. Gillespie, Roach & Co. S. Greenshields, Son & Co.	F. & J. Leclair & Co. Lindsay, Gilmour & Co. Lensdale, Reid & Co.	Mills & Hutchison Minto, Lavigne & Co.
Carsley & Co. Caverhill, Kissock & Binmore.	Hodgson, Sumner & Co.	Mackay Brothers. J. G. Mackenzie & Co. John Maclean & Co.	Jno A. Paterson & Co
M. Fisher, Sons & Co.	James Johnston & Co.	McIntyre, Son & Co. McLachlan, Bros & Co.	Alphonse Racine & Co., Robertson, Linton & Co. Ross, Forster & Co.
P. M. Galarneau & Co.	Lamarche, Prevost & Cie.	P. P. Martin & Co. Thomas May & Co.	Thibaudeau Bros & Co.

MONTREAL MARINE UNDERWRITERS ASSOCIATION.

OFFICE BEARERS FOR 1890-91.

PRESIDENT,—JOHN POPHAM.

VICE-PRESIDENT,—ARCHIBALD NICOLL.

TREASURER,—EDWARD L. BOND.

EXECUTIVE COMMITTEE.

J. H. ROUTH, CHAIRMAN,—WM. B. EVANS, C. T. HART.

And ex-officio the President and Treasurer.

MEMBERS :

Edward L. Bond, Wm. Cunningham, Wm. B. Evans, C. E. Gault,	C. T. Hart. W. C. Munderloh, Archd. Nicoll, John Popham,	J. J. Riley. J. H. Routh, Otto Thorning.
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In Memoriam.

*List of Members of the Montreal Board
of Trade who died during 1890.*

W. D. STROUD, - - - -	Died Jan.	2, 1890.
G. F. MUIR, - - - -	Died Jan.	13, 1890.
J. D. ADAMS, - - - -	Died Jan.	15, 1890.
E. A. CHANTELOUP, - - -	Died Feb.	21, 1890.
J. L. CASSIDY, - - - -	Died Feb.	24, 1890.
ANDREW ROBERTSON, - -	Died March	29, 1890.
HUGH MACKAY, - - - -	Died April	2, 1890.
JAS. F. D. BLACK, - - - -	Died May	16, 1890.
J. M. BUCKNALL, - - - -	Died June	4, 1890.
W. HOWE SMITH, - - - -	Died June	10, 1890.
T. J. HOWARD, - - - -	Died July	4, 1890.
P. GRACE, - - - -	Died July	25, 1890.
ALBERT BECKER, - - - -	Died Aug.	12, 1890.
JAS. McCREADY - - - -	Died Oct.	8, 1890.
H. SMITH, - - - -	Died Oct.	16, 1890.
KENNETH J. McLEA, - - -	Died Oct.	28, 1890.
JAS. STEWART, - - - -	Died Nov.	9, 1890.
A. B. STEWART, - - - -	Died Dec.	11, 1890.

