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REPORT
OF THE
COUNCIL OF THE BOARD OF TRADE
FOR
THE YEAR ENDED 31st DECEMBER, 1886.

[Printed for circulation among the Members, in accordance with .
Sub-Section 6 of Section VI. of the By-Laws.]

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REPORT.

TO THE MEMBERS OF THE MONTREAL BOARD OF TRADE :

GENTLEMEN :—

The Council of your Board, in presenting its report of proceedings for the year 1886, is able to congratulate Members upon the manifest general improvement in trade and manufactures throughout the Dominion during that year, upon a fair average harvest, and upon a very marked increase in the shipping and commerce of this Port as shewn by the returns from the Custom House given below. It will be noted therefrom that there arrived in port 74 more vessels than during 1885, the increase in tonnage being 125,845 tons. The exports of merchandize shew a gain on the previous year of \$2,803,433, the total value being higher than any year since 1880 which they do not equal by \$2,146,573. In imports an increase over last year is shewn of \$3,056,692 though the total falls below the average of the five years 1880 to 1884 by \$2,827,156. The total amount of duty collected during 1886 exceeds the preceding year by \$1,689,647.

YEARS.	Sea-going Vessels arrived in Port.	Total Tonnage.	Value of Merchandise Exported.	Value of Merchandise Imported.	Customs Duties Collected.
1850	211	46,156	\$ 1,744,772	\$ 7,174,780	\$1,009,256.80
1880	710	628,271	30,224,904	37,103,869	5,231,783.80
1881	569	531,929	26,561,188	43,546,821	7,672,266.17
1882	648	554,692	26,334,312	49,749,461	8,395,653.07
1883	660	664,263	27,277,159	43,718,549	7,698,796.12
1884	626	649,374	27,145,427	42,366,793	6,772,675.68
1885	629	683,584	25,274,898	37,413,250	6,672,971.26
1886	703	809,699	28,078,331	40,469,942	8,362,618.94

PORT WARDEN OFFICE.

The Port Warden's annual report to the Council appears on opposite page, and his statement of the business of this Port for the season of navigation 1886, is very gratifying, shewing large increases in many articles of export, the following being a comparison of some of the chief items for the past three years:—

Exports.	1886.	1885.	1884.
Grain.....	14,236,977 bush.	8,775,728 bush.	7,429,252 bush.
Flour and Meal.....	480,415 brls.	239,540 brls.	446,480 brls.
Phosphates.....	18,968 tons.	23,849 tons.	20,747 tons.
Deals.....	45,594 std.	39,393 std.	23,368 std.
Sawn Lumber.....	28,912,376 ft.	37,162,100 ft.	31,457,265 ft.
Cattle.....	63,900 hd.	62,359 hd.	56,664 hd.
Sheep.....	92,346	37,780	32,143

In connection with this office, it may be mentioned that during the summer, the owners of a large fleet of steamships wrote their agents here that the Port Warden was far too particular as to lining, bins, &c., and that if Montreal is to compete successfully with United States ports, the requirements of the Port Warden's office here must be more reasonable. This was referred to the Board of Examiners, who reported that it would not be to the interest of the trade of this port to alter the rules which necessitate the requirements objected to. The Council endorsed this report, and in replying to the agents letter, directed attention to the advantages that have accrued to this port since the strict enforcement of the Port Warden's regulations was insisted on, by the lessened risk of loss or damage and the consequent lowering here of the rates of marine insurance.

In September, the Port Warden informed the Council of the existence of a bank in the River St. Lawrence off the Matane River that, although known to local navigators, is not marked on the charts, and upon which an inward bound steamer had recently grounded. The Council immediately represented the circumstance to the Department of Marine at Ottawa, urging that the shoal be marked by a bell buoy and that its location be indicated in all charts issued hereafter. In replying, the Deputy Minister said that he had written the agent at Quebec to report fully on the matter in order that the Department could decide what had best be done.

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In May, the Council authorized Captain J. G. Shaw, one of the Deputy Wardens, to accept the office of Lloyd's Surveyor for the Port of Montreal.

REPORT OF THE PORT WARDEN.

OFFICE OF THE PORT WARDEN,

MONTREAL, 31st December, 1886.

To the President and Council of the Board of Trade, Montreal.

GENTLEMEN,—In accordance with the Act 45 Vict., chap. 45, section 31, I have the honour to submit this my annual report of the affairs of the office for the year ending this day, accompanied by financial statement of receipts and expenditure during that period.

Navigation opened this year somewhat earlier than usual.

The ice moved out of the harbour on the 20th April; on the 24th, river and coasting craft began to arrive from their winter quarters at Boucherville; on the 26th, quite a number of steamers and schooners arrived at the wharves from their winter quarters at Sorel; and on the same day, the first steamer left for Quebec.

The first arrival last year from winter quarters was on May 5th, in 1884 on April 24th, in 1883 on May 3rd, and in 1882 on April 21st.

The S.S. Dominion of the Dominion Line, from Bristol, came into port on the afternoon of 30th April; she was the first arrival from sea this season, and reported having had exceptionally fine weather on her passage and seeing no ice; other arrivals followed during the first week in May, and by the 8th of that month there were quite a number of ocean steamships in port and the business of the harbour was in vigorous operation; most of the ships that arrived this spring saw no ice in the Gulf, others saw very little, and none were delayed by it.

The first sailing ship to arrive was the barque "Rhine," from Antwerp, which came into port on the 12th May.

The steamship "Carmona," from Newcastle, and the steamship "Concordia," from Glasgow, were the first ships to pass inwards through the Straits of Belle Isle this season; which they both did on the 16th June, they found the Strait clear of ice; and reported having passed a large number of icebergs, outside and near to the eastern entrance to the Strait, but were not delayed by them.

The last sea-going ship to arrive was the steamship "Grasbrook," from Antwerp; she came into port on the 22nd November; and was also the last departure for sea, having sailed on the 25th November; there was very little or no ice in the harbour when she left. The water in the river has kept up remarkably well this year; on May 12th, the "Carmona," bound to London, left port drawing 27 feet; on June 1st, the steamship "Sarmatian," bound to Liverpool, left port drawing 26 feet six inches, and on June 7th, the steamship "Vancouver" left for Liverpool, drawing 26 feet 7 inches.

There is a large increase in the number of sea-going ships and amount of tonnage which arrived in port this year as compared with last: 364 ships were entered at this office during the year with an aggregate of 592,405 tons, against 323 ships measuring 501,679 tons in 1885. Of the 364 ships, 301 were steamers of 547,737 tons and 63 were sailing ships of 44,668 tons, being an average of 1,820 tons for each steamer, and 709 tons for each sailing vessel. These figures do not include vessels from Newfoundland, the Gulf ports, or other places within the Dominion, as such vessels do not come within the jurisdiction of this office.

The import trade of the port has been large this year, all our regular traders as well as transient ships, having brought on the whole, large cargoes.

The export trade has been greater this year than during any year since the office was established.

The shipment of grain was on a much larger scale than last year, and continued brisk and active all through the season. The total quantity of this staple shipped during open water was 14,236,977 bushels against 8,775,728 bushels last year, showing an increase of 5,461,249 bushels.

Phosphate continues to be shipped in considerable quantities; the total quantity exported this year was 18,968 tons.

The shipment of deals to Great Britain continues to increase, the quantity this season being in excess of any previous year: during open water of 1886, 45,594 St. Petersburg standards were shipped against 39,393 standards in 1885, and 23,368 standards in 1884.

The shipments of sawn lumber, which is principally to South America, was very large, although not quite up to last year in volume; the figures being 28,912,376 feet this year against 37,162,100 feet in 1885.

Cattle and sheep, now staple articles of export from this port, were shipped in large quantities; the figures being 63,900 head of cattle and 92,346 sheep this year, against 62,359 oxen, and 37,780 sheep last year.

Other exports require no special mention.

We have been again fortunate in having this year no missing ships, nor any lost or damaged from overloading or shifting of cargo. The large increase in the trade of the port and the extension of the wharves at Point St. Charles and

Hochelega have increased the work of the office, which on the whole has gone on smoothly, without anything having occurred deserving of special notice, and I have therein been ably assisted by all the members of my staff.

I am, gentlemen,

Yours respectfully,

DD. ROSS KERR,
Port Warden.

DESIRED EXTENSION OF UNDERWRITERS' TIME LIMIT FROM 30TH SEPT.
TO 31ST OCT., FOR STEAMERS ENGAGED IN THE ST. LAWRENCE TRADE.

The following resolution on this subject was adopted by the Council and presented by deputation to the Minister of Marine, who has undertaken to make the necessary representations to the English authorities:—

Resolved, That, owing to the action of underwriters on hulls at "Lloyds" and the insurance clubs in England, transient steamers are compelled to depart from the River St. Lawrence on or before the 30th day of September in each year, thereby causing great inconvenience and loss to the shipping trade of this Dominion.

That it is believed that said action of the underwriters on hulls, originated at a time when the trade of the St. Lawrence was carried on almost entirely by sailing vessels, and before the present extensive system of light houses, beacons and gas buoys, together with the signal service and the telegraphic communication was established throughout the entire length of the River and Gulf of St. Lawrence,—and therefore that, as steamers have to a great extent superseded sailing vessels, as the lighting, &c. of the River and Gulf has vastly increased the safety of navigation therein, and as ship masters, pilots and others concur in the opinion that under the present improved conditions, navigation is now as safe throughout October as in September,—the fact is clearly established that the reasons which formerly influenced the underwriters to restrict the period of insurance on hulls to the close of September, no longer exist.

That, in view of these facts, the importance of removing any unnecessary restrictions upon the shipping trade of the St. Lawrence, and for the promotion of

the general interests of commerce, the Council hereby orders that a letter be addressed to the Honorable the Minister of Marine, enclosing a copy of this resolution, and praying that such means be employed as he may deem proper to bring the subject before the authorities in England, and that he urge upon them the justice of granting an extension of the time of underwriting on hulls engaged in the St Lawrence trade to cover the month of October.

CANAL TOLLS—FREE NAVIGATION.

Owing to the policy of the Government with regard to Canal Tolls, whereby the reduction conceded lasts only for that season of navigation, the Council once again took up this question and the larger one of the Channel Debt, Harbour Dues, &c., by addressing a petition to the Minister of Public Works on 6th March, praying (1) that the Government would assume all the cost of the Ship Channel improvements between the ports of Quebec and Montreal, so as to admit of the abolition of burdensome Harbour Charges; (2) that all Tolls levied upon Grain and other Merchandise passing through the Canadian Canals be reduced to the lowest possible nominal rate (say one cent per ton), the reduction to remain in force until said Tolls are abolished by Parliament, and (3) that such other onerous exactions as Police, Hospital and Pilotage Dues, and Custom House Fees, now levied on the traffic of the St. Lawrence, be either discontinued altogether or so greatly reduced as to enable our Ocean Highway to maintain its position in the commercial world. This Petition was duly acknowledged by Sir Hector Langevin, who intimated that it would be laid before the Privy Council.

Meantime, the position taken by the Council on this important subject was much strengthened by the action of the Toronto Board of Trade, which at a General Meeting, held on 24th February, adopted the following resolutions, and communicated same to your Council:—

Resolved, That this Board are of opinion that, in view of the fact that the Erie Canal is free from tolls, that a further expenditure of \$5,000,000 is about to be made in the improvement of the same, and that as the Welland Canal is only of limited use to the Canadian Marine until such time as the St. Lawrence Canals have been brought to the same standard, it is imperative on the Dominion Government to proceed immediately to enlarge the St. Lawrence Canals, between Kingston and Montreal, to a depth of fourteen feet, or to a uniform depth with the Welland Canal, and thus preserve and keep our waterway as the foremost route to the seaboard.

Resolved, That believing that anything which will contribute to the building up of the ocean export and import trade at Montreal, or reduce the carrying rates between the West and the East is for our mutual advantage, this Board invites the co-operation of the Montreal Board of Trade in furthering the improvement of water communication between the lakes and the seaboard.

In acknowledging the foregoing, the Secretary was instructed to assure the Toronto Board that the Council would give its most hearty

co-operation to the movement for the improvement and cheapening of the St. Lawrence inland and ocean route.

As a result of these resolutions, delegates from the Toronto and Hamilton Boards of Trade joined, on 12th March, at Ottawa, with those representing the Corn Exchange Association and this Board in pressing upon the Hon. Mr. Pope, Minister of Railways and Canals, the necessity for improving and cheapening, in the interest of present and future trade, the St. Lawrence route from the West to the Ocean.

The Minister, in replying to the Deputation, said that in the relief asked for, reduction of Canal Tolls would be of little avail, but that the object of the Deputation would be accomplished by Canal enlargement from Kingston to Montreal, and the assumption by Government of the expense of improving and deepening the Ship Channel between Montreal and Quebec,—and further, *that the Channel (i.e., under water canal) through Lake St. Peter was as much a Government Public Work as any other canal in the Dominion.* While the Minister made no promise as to what the Government was prepared to do, he assured the Deputation that the representations that had been made by Petition and otherwise should receive careful consideration.

The Government reduced the canal tolls on grain to two cents per ton, by order in Council dated 21st April, and the concession was much increased in value by being announced early in the year, thus enabling forwarders and others to arrange their rates in advance of the opening of navigation.

The wisdom of the policy of reduced canal rates has been made apparent by the largely increased volume of European export traffic *via* the St. Lawrence during the past season. It is nevertheless matter for regret that the liberal views of the Minister with respect to the channel debt, are still held in abeyance.

PROPOSED INCREASE OF WHARFAGE CHARGES IN CANAL BASINS.

In accordance with the terms of a resolution adopted by the Board at the April Quarterly Meeting, which requested the Council to oppose any increase on charges on ships or cargoes being loaded or unloaded in the canal basins, representations were made to the Minister of Railways and Canals with the result that the contemplated increased rates have not been put into operation.

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HYDROGRAPHIC AND TIDAL RE-SURVEY OF THE GULF AND RIVER
ST. LAWRENCE.

Early in the year, the Council joined by deputation with the British Association Committee in pressing upon the Premier and the Minister of Marine the necessity of a hydrographic and tidal survey of the Gulf and River St. Lawrence, when the Government promised consideration of the subject. Afterwards the Maritime Provinces Boards of Trade were invited to press the matter upon the attention of the Minister of Marine.

ICE BRIDGE AT QUEBEC.

There being good grounds for believing that the ice-bridge at Quebec was occasionally the cause of some days' delay in the opening of navigation between that city and Montreal, the Council petitioned the Federal Government last year for the repeal of a clause in the law which made it a penal offence to obstruct its formation, and although the Government's reply thereto indicated that no change would be made in that law, the objectionable clause was thereafter repealed, and authority in the matter transferred to the Quebec Harbour Commissioners. The ferry service between Quebec and Levis is now maintained throughout the winter, thus preventing the formation of an ice-bridge.

ELECTION OF REPRESENTATIVE ON BOARD OF HARBOUR COMMISSIONERS.

The term of office of Hugh McLennan, Esq., the representative of the Board of Trade on the Board of Harbour Commissioners, expiring on 2nd August last, a Special General Meeting of the Corporation of the Board was held, as provided by Act 39 Vic., Chap. 38, Sec. 1, on that date, when Mr. McLennan was re-elected for another term (to 2nd August, 1890) by an unanimous vote.

The Annual Report of the Board's representative is as follows:—

MONTREAL, 22nd December, 1886.

To the President and Council of the Board of Trade, Montreal.

GENTLEMEN,—I have the honour to report that the work of deepening the ship channel between Quebec and this port, has been prosecuted with energy throughout the past season, and that the Commissioners expect to be able to report by the close of another year a channel of 27½ feet to the ocean.

While it is subject for congratulation that the work of channel improvement is being prosecuted to an early and satisfactory completion to the capacity provided for, and which will place the Harbor of Montreal among the class of ports accessible to the largest steamers engaged in the Atlantic trade, I regret to be compelled to point out, that with our improved channel and the increased trade that may be

expected, the wharf accommodation will be utterly inadequate. Even during the season just closed the shipping has suffered delay and inconvenience owing to the limited space available. Both the water frontage and wharf surface should be greatly extended at once to overtake the requirements of the general trade; and the lumber trade for the South American markets is only limited by the extent of the wharf accommodation that can be afforded.

The improvements I have indicated are of such vital importance that no time should be lost in prosecuting them, but it must be evident that while one half of the revenues of the harbor are diverted to pay the Government the interest on the expenditure for channel improvement, it is out of the power of the Commissioners to enter upon the necessary expenditure for harbor accommodation.

As your representative on the Board of Harbor Commissioners, I would respectfully urge upon the Board of Trade the necessity of a persistent effort to have the harbor revenues relieved permanently from the interest on the channel debt and thereby enable the Commissioners to enter upon a system of enlargement of the accommodation of the port.

All of which is respectfully submitted,

HUGH McLENNAN,
*Harbor Commissioner,
Representing Board of Trade.*

DISCRIMINATIVE RATES OF FREIGHT ON INTERCOLONIAL AND OTHER RAILWAYS.

This subject was, in February, brought by the Council before a largely attended conference of business men, at which Messrs Curran and Gault, M. P's, were present. Resolutions were adopted expressing the opinion that the Intercolonial Railway, being a Government work, its rates should be strictly impartial,—more especially, that Montreal might insist that it should not be deprived of its natural advantages as a manufacturing and commercial point by any through or local rates on Government railways,—and that no goods should be carried in one direction at lower rates than in another from the same point. A numerous deputation proceeded to Ottawa to represent these views to the Minister of Railways, but without a large measure of success.

At a subsequent date, the deputation waited upon the Grand Trunk authorities, who promised consideration, and hoped that by a re-adjustment of rates, the difference between the through rates and the two local rates might be reduced to a point satisfactory to the trade in Montreal; this expectation has not, however, been realized.

PROPOSED COURT OF RAILWAY COMMISSIONERS.

A Bill was again introduced into Parliament at last session, to provide for the establishment of a Court of Railway Commissioners, but the

Council saw no reason to change its opinion of previous years, *i. e.*, that the Bill introduced was unsatisfactory and should be opposed. The Bill was afterwards withdrawn, the Government subsequently appointing a Commission, to enquire into the inequalities of railway rates, which has held sittings in various cities, and will meet here on 12th January; members of the Board being requested to appear before it and state their views.

CUSTOMS' LAWS.

The necessity for changes in the Dominion Customs laws, especially as regards appraisements, the arbitrary enforcement of certain clauses in the Act, and in dealing with frauds upon the revenue, has been brought several times to the attention of the Council, but representation to Government has so far been confined to urging that a thorough investigation should be held wherever irregularities existed.

BILLS OF LADING.

It will be remembered, as stated in last year's report of your Council, that the London Chamber of Commerce, after correspondence on this subject with several English, Colonial, Continental and American commercial bodies, was drafting a form of Bill of Lading which was to be circulated to the whole of the Chambers of Commerce of the Empire and America, with a view of obtaining its general adoption. It seems, however, that the London Chamber, afterwards decided that the only practicable solution of the question was to seek the aid of legislation, not to lay down a hard and fast form of Bill of Lading, from which no deviation should be permitted, but to settle the general principles of shipowners' liability as carriers. Such a bill was accordingly drafted and will be presented to the Imperial Parliament at first available opportunity. Its leading provisions are:—exemption of shipowner from liability for loss or damage to cargo shipped, except when caused by lack of ordinary and reasonable care on the part of himself, his master, crew or servants, the onus of proving that such damage or loss was not occasioned by want of such ordinary and reasonable care shall rest with the shipowner,—shipowner's liability not to terminate until delivery to the consignee is effected;—shipowner cannot be exonerated from obligation properly to man and equip his ship, and to render it seaworthy; Bills of Lading to specify exact voyage to be made and ports to be called at, and if goods are discharged at wrong port of call or carried beyond their destination, they shall remain until proper

delivery at shipowner's risk; shipowner to be liable to the *bona fide* holder of bill of lading for the goods signed for whether actually placed on board or not.

Meantime the shipowners' interest in England has indicated that it will offer opposition to any such Bill, and the London Chamber has, therefore, sought the co-operation of the other Chambers of the Empire in such a general expression of their views on this question as may strengthen their hands in the endeavour to have it settled once for all by legislative authority upon an intelligible and practicable basis.

Your Council have recently considered and examined the following general rules for Steamship Bills of Lading, adopted by the Hamburg and Bremen Chambers of Commerce, which appear, though not free from defects, to have many points worth adoption, and it has, therefore, caused copies thereof to be forwarded to the London Chamber, with an expression of its opinion that these rules are well worthy of serious consideration by those interested in the preparation of a Bill of Lading, suitable for general use.

GENERAL RULES FOR STEAMSHIP BILLS OF LADING.

(Approved for adoption by the Chambers of Commerce of Hamburg and Bremen.)

I. Owners to be responsible that the vessel is properly equipped, manned, provisioned and fitted out, and in all respects seaworthy and capable of performing her intended voyage; also for the faults or negligence of their servants in all matters relating to the proper stowage, custody, care and delivery of the goods. All provisions and clauses to the contrary shall be null and void and of no effect in law.

II. Owners to be exempt from the perils of the seas, fire, enemies, pirates, assailing thieves, barratry (but not common theft), arrest and restraint of princes, rulers and peoples; and not answerable for damage and losses by collisions, stranding and all other accidents of navigation, even though the damage or loss from these may be attributable to some wrongful act, fault, neglect or error in judgment of the pilot, master, mariners or other servants of the shipowner; nor for damage or losses through explosion, bursting of boilers or pipes, breakage of shafts or any latent defect in hull or machinery (not resulting in either case from unseaworthiness nor from want of due diligence by the ship's owner or manager); nor for decay, putrefaction, vermin, rust, sweat, change of character, shrinkage, leakage, breakage, country damage or any other damage arising from the nature of the goods shipped or such defective packing as could not be noticed externally, or from contact with or evaporation from other goods; nor for errors caused by inaccuracy, obliteration or absence of marks, numbers, addresses or descriptions of goods shipped.

III. Ship to be at liberty to call at intermediate ports (at other ports not specified in bill of lading only if specially agreed upon), to sail without pilots, to tow and assist vessels in distress and to deviate for the purpose of saving life or property; also at liberty, in case the ship shall put into a port of refuge for repairs, to tranship the goods to their destination by other vessels; and with liberty to convey goods in lighters to and from the ship at shipper's risk.

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IV. Quality marks, if any, to be of the same size as and contiguous to the leading marks; and if inserted in the shipping notes accepted by the mate, the master is bound to sign bills of lading conformable thereto.

V. Ship not accountable for gold, silver, bullion, specie, documents, jewelry, works of art or other precious articles, nor for any package above the value of £ 100.—, unless bills of lading be signed therefor with the value therein expressed and a special agreement be made.

VI. Shippers accountable for any loss or damage to ship or cargo caused by inflammable, explosive, or other dangerous goods, shipped without special agreement and without full disclosure of their nature, whether such shipper shall have been aware of it or not, and whether such shipper be principal or agent: such goods may be thrown overboard or destroyed by the master or owner of the ship at any time without compensation.

VII. Shipper and consignee to be responsible for all fines or damages which the ship or cargo may incur or suffer by reason of incorrect or insufficient marking of packages or description of their weight or contents.

VIII. If a receipt has been given for goods on quay or in lighters, such goods to be considered as taken on board as far as the ship's responsibility is concerned.

IX. Goods once shipped cannot be taken away by the shipper, except upon payment of full freight and compensation for any damages sustained by the owners through such taking away.

X. In case the ship shall be prevented from reaching her destination by quarantine, blockade, ice, or the hostile act of any power, the master or owners may discharge the goods into any depôt or lazaretto, or at any other convenient port where the ship's responsibility shall cease; the shippers and consignees to be responsible for all expenses thereby incurred upon the goods.

XI. Full freight is due on damaged goods and on goods diminished by leakage. No freight due on any increase in weight by sea-water.

XII. If the goods be not taken by the consignee without delay, or within such time as is provided by the regulations of the port of discharge, they may be landed or discharged into hulks or lighters by the master at the expense and risk of their owners.

XIII. Ship to have a lien on all goods for payment of freight and charges, including dead freight, demurrage, forwarding charges, charges for carriage to port of shipment, and the fines, damages and expenses mentioned in Rule VII and X, and for general average claims, and to be entitled to recover from the shipper the difference between the amount of freight stipulated in the bill of lading and the proceeds of the goods, should the freight not be paid otherwise.

XIV. In the event of claims for short delivery when the ship reaches her destination, the price to be the market price at the port of destination on the day of the ship's entry at the custom house, less freight and all charges saved.

XV. Weight, measure, quality, contents and value, although mentioned in the bill of lading, to be considered as unknown to the master, unless expressly recognized and agreed to the contrary. Simple signature not to be considered as such agreement.

XVI. General average to be paid according to York and Antwerp rules, and average bond to be signed with values declared therein, or sufficient security to be given, as required by the master.

XVII. Freight and charges, if payable at port of destination, to be paid on delivery in cash, without discount, and in the currency stipulated in the bill of lading or, at consignee's option, at the rate of exchange for banker's bills at sight current on the day of the ship's entry at the custom house. Prepaid freight cannot be re-claimed, ship or goods lost or not lost.

It is to be hoped, from the universal attention this question is evoking from the various commercial organizations throughout the world, that a much needed improvement in the unsatisfactory Bills of Lading now in common use, may soon result.

INSOLVENCY LEGISLATION.

While the council has not during the past year thought well to continue its active efforts of preceding years to obtain legislation for the equitable distribution of the assets of insolvent debtors, the important subject of insolvency legislation has been kept in view.

Its attention was first called to "an Act for the discharge of insolvent debtors whose estates have been distributed rateably among their creditors," which was introduced in Parliament by Mr. Edgar. Examination of this bill showed that it was substantially a reproduction of the discharge clauses contained in the bill adopted by Hon. Mr. Abbott's committee of previous session, and your Council therefore opposed it, believing that if it became law it would lead to a crowd of new assignments and provide discharges for an unworthy class of debtors. Mr. Curran's bill of last session was re-introduced by Mr. McMillan (M. P. for Middlesex), and although the council had provided the original draft of this measure, the amendments made thereto by Hon. Mr. Abbott's committee, and the addition of discharge clauses, rendered the council less anxious for its passage, more especially as recent legislation in Quebec and Ontario had improved the position of creditors in those provinces. Neither of these bills were passed. In the Quebec Legislature a bill was introduced by Hon. Mr. Turcotte, entitled "Acte pour amender l'article 768, etc., etc." by which it was sought to confine the selection of curators for insolvent estates to the district in which the insolvent has carried on business. Letters of remonstrance against the bill were addressed to the Hon. Mr. Taillon, attorney-general, and to several members of the Legislative Council and Assembly, a deputation also went to Quebec to oppose it. This opposition proved successful, the objectionable features of the bill being removed before its passage.

The London (Eng.) Chamber of Commerce, communicated a resolution adopted by that body requesting chambers of commerce, boards of trade, etc., in the various provinces of the Dominion to urge upon their respective legislatures the desirability of enacting such insolvency laws as would ensure the equitable distribution of insolvent debtors' estates, and so tend

to facilitate commercial operations over the whole Dominion, satisfaction being expressed at recent legislation in Ontario. The council in reply pointed out that the law in force in this province (Quebec) was in some respects superior to that of Ontario, and that, in the absence of federal legislation, it was much to be desired that the Maritime and Northwestern provinces should adopt similar legislation to that of Ontario and Quebec, and so put an end to the unjust preferences which now hamper commerce in those provinces.

An objectionable clause was inserted in Dominion House of Commons in a bill to amend an act respecting insolvent banks, insurance companies, law companies, building societies, trading corporations, whereby on application by petition on behalf of the company, or by any shareholder of the company, the court might wind said company up notwithstanding it was not insolvent. The clause had passed the Commons and the bill was before the Senate when it was brought to the attention of the council, who immediately met and ordered telegrams of disapproval to be sent to Hon. Mr. Abbott and Hon. A. W. Ogilvie; this action resulting in the striking out of the objectionable clause.

INSUFFICIENT INSURANCE AGAINST FIRE.

This subject was, at a meeting of the Board on the 2nd August, referred to the Council which has brought same before the Quebec and Lower Provinces Boards of Trade, and has also communicated with the various mercantile agencies. The Council is in hopes of bringing about some improvement in this matter, so that merchants may be able to ascertain the practice of their customers regarding fire insurance.

TRADE WITH AUSTRALIA, WEST INDIES AND BRAZIL.

In October, the Council afforded Mr. Alex. Woods, the newly appointed Agent-General of the Canadian Government to Australasia, an opportunity of explaining to the business men of Montreal his mission to that Colony, and the possibility of increasing the export trade of this country thereto. The meeting was well attended by representative men, and Mr. Woods' address shewed clearly what lines of goods Canadian manufacturers and producers might expect to find a market for in Australia.

The Government has also appointed Mr. J. J. Wylde, Commissioner to the West Indies. That gentleman had an interview with your Council, and discussed the subject with it. Since then, it has been ascertained

that Mr. Wylde has gone to the West Indies and Brazil, with the view of enquiring as to trade possibilities with those countries. On his return, Mr. Wylde has promised to meet the Council after reporting to the Government.

COLONIAL AND INDIAN EXHIBITION IN LONDON, ENGLAND.

The Council has watched with great interest and pleasure the progress of this exhibition, and is glad to know that beneficial results have already resulted to Canada from the extended knowledge of her trade, manufactures, and produce, obtained by visitors to the extensive and well-arranged exhibit of this Dominion.

CONGRESS OF CHAMBERS OF COMMERCE OF THE BRITISH EMPIRE.

The first Congress of Chambers of Commerce of the British Empire, convened by the London Chamber of Commerce, was held in the Conference Room of the Colonial and Indian Exhibition, South Kensington, London, on 6th and 7th July, and was numerously attended by delegates from the various British and Colonial Chambers. The Montreal Board of Trade was represented by Mr. Peter Redpath, a past President, now of Chiselhurst, London, England, who attended and made a special report on the proceedings, for which the thanks of the Board are due. There were also present at the Congress, another past President, (Mr. Andrew Robertson), and Sir A. T. Galt.

The subjects discussed were as follows:—EMIGRATION, *considered more especially from the point of view of diverting the stream of emigrants to British Colonies, rather than to countries where the consumption of Anglo-Colonial produce is interfered with by fiscal arrangements.* The subject was opened by Mr. J. G. Colmer, Secretary to the High Commissioner for Canada, Mr. Andrew Robertson and Sir Charles Tupper speaking to the following resolution, which was carried unanimously:—

“That with a view of establishing a closer union between the Colonies and the mother country, and of developing the resources and commercial interests of the empire, this Congress urges upon Her Majesty’s Government and the Colonial Governments, the expediency of taking such steps as may be possible to encourage and direct the emigration of suitable persons to the British colonies.”

POSTAL AND TELEGRAPHIC REFORM, *consideration of the possibility of an Anglo-Colonial Penny Postage Union; extension of the telegraph system; reduction of rates; neutralisation of cables, &c.* A lengthy consideration

of this important question resulted in the unanimous adoption of a resolution as follows :—

“That the reduction of the Anglo-Indian and colonial postal and telegraph charges, and the neutralisation of cables, be commended to Her Majesty’s government and to the governments of the various colonies as desirable in the interests of the empire and of international commerce; and this Congress strongly urges Her Majesty’s government to advance such objects, when possible, by international treaty, and by inviting the joint action of the colonial and Indian governments thereon. In this view the Congress particularly points to the desirability of the assimilation of the colonial and Indian postal tariffs to those of the minimum tariff of the International Postal Union.”

IMPERIAL FEDERATION,—Subject opened by the Marquis of Lorne, who closed his remarks by submitting the following resolution :—

“That this conference regards with satisfaction the status given of late to the representatives of the Colonies, and desires that the Colonies may be always consulted in reference to any commercial treaty, being assured that such consideration will tend to develop trade within the empire, and its defence in time of war.”

This was duly carried after being spoken to by Sir Alex. Galt, Sir Charles Tupper and others, another resolution being also adopted as follows :—

“That a deputation from this Congress wait upon the Prime Minister, the Colonial Secretary and other representatives of Her Majesty’s Government interested in the question, for the purpose of requesting that the colonial governments be at once consulted by the home government as to the best means of carrying out some efficient scheme of imperial federation.”

CODIFICATION AND ASSIMILATION OF THE COMMERCIAL LAW OF THE BRITISH EMPIRE, *considered more particularly from the point of view of assimilating the commercial law and usages of the Empire.* This resulted in the unanimous adoption of the following resolution :—

“That the Organising Committee be hereby nominated to represent this Congress, to sit in London, and to take such steps as may seem most advisable to promote the codification and assimilation of the law of the empire,—with power to add to their number.”

STATE GUARANTEE OF WAR RISKS, *considered as affecting the security of Anglo-colonial trade, and of vessels and cargoes under the British flag in time war.*—The subject being new, the resolution which appeared on the agenda was withdrawn, and another substituted remitting it to the Organizing Committee.

THE SILVER QUESTION.—This evoked a long discussion, which was closed by a vote of 38 for and 20 against the following resolution :—

“This Congress recognises that the diminishing supply of gold during recent years has been an important factor in the existing depression of trade, and believes that the remonetization of silver would afford some relief to this state of things.”

A poll by Chambers being demanded was taken accordingly, each Chamber having one vote, resulting in 28 ayes to 15 nays.

BILLS OF LADING REFORM.—This also gave rise to much discussion, two amendments being proposed to the resolution on the paper, which were however lost, and the original resolution declared carried by 26 to 10 votes. It is as follows:—

“That this Congress desires to urge upon Her Majesty’s Government the desirability of effecting legislation with a view to declaring inoperative such clauses in Bills of Lading as tend to exempt shipowners from the liability to give proper care to the goods in their charge.”

On the day following the close of the Congress of Chambers of Commerce, the annual autumnal meeting of the Associated Chambers of Commerce of the United Kingdom took place in the same room, to which the Colonial Delegates to the Congress were invited. Of the subjects considered thereat the most interesting to the colonies was: “**FEDERATION WITH COLONIAL CHAMBERS,**” *i. e., in what way can the Chambers of Commerce of Great Britain and Ireland be federated with those of our Colonies, so as to be mutually helpful in all questions affecting their common interests.* The meeting was unanimous in desiring to effect the desired federation, and it was resolved that a committee should be formed to consider the best way in which it could be brought about, consisting of five representatives of the Colonial Chambers, three of the Associated, and two of the London Chamber.

PUBLIC HEALTH.

Although, happily there has this year been no immediate cause for taking special measures in relation to the public health, the epidemic which prevailed so extensively in this city during the summer and fall of 1885 rendered evident the need of improved legislation on this subject, and the Council accordingly supported a Health Bill for the Province of Quebec which provided for the establishment of a permanent Provincial Board of Health with necessary powers.

The Council also urged upon the Central Board of Health the necessity for a more stringent enforcement of quarantine regulations at Grossc Isle, and expressed its desire for the appointment by the Federal Government of a medical health officer at Montreal during the season of navigation.

At the time the question of a site for the permanent Civic Smallpox Hospital was under discussion by the City Council, your Council considering that one of the proposed sites on Côte des Neiges Road was, for many reasons, objectionable, recommended the ‘Robert’ property,

situated above Sherbrooke street, at its extreme eastern end, which site was finally decided upon by the City Council, and the new Civic Hospital is now being erected thereupon.

INUNDATION OF CITY.

At the last annual meeting of the Board, held on the 12th January, 1886, this subject was referred to the Council, by whom it was considered at a special meeting on the 14th. By invitation, the Council attended a meeting of the Civic Special Committee, when it recommended the appointment of a commission of three engineers to report on the necessary remedy, and also that the City Council should make an adequate appropriation for the purpose. On the 18th January, a memorial to the same effect was presented by the Council in person to the Mayor and Aldermen. On the 16th April, members of the Council and others inspected the work done by order of the Inundation Committee to prevent, by pumping, the flooding of the sewers in the lower levels of the city.

A member of the Council, Mr. R. Paton McLea, has served on the Civic Inundation Committee, and done most valuable service.

A deputation proceeded to Ottawa, accompanying the Mayor and influential members of the Corporation, and obtained from the Dominion Government the appointment of the commission, which has since then been occupied with the subject, Mr. T. C. Keefer, C.E., being nominated a member as representing the Board of Trade and the Corn Exchange Association.

The Council regret that the Dominion Government, the City Council, and the adjoining Municipalities, who are all concerned in this matter, have so far done nothing to guard the city and neighbourhood against the disastrous effects of another flood, to which it is at any time liable, beyond the establishment of the pumping stations already referred to, which are only of service, if there be no flood, in preventing the backing up of the ordinary high winter level of the river into the sewers, and the consequent flooding of cellars in the low districts.

The subject has at various times during the year engaged the attention of the Council, and it trusts that the Board will press its further consideration upon the new Council, as one of the most important matters likely to be brought before it.

UNION RAILWAY STATION, DRY DOCK, ETC.

In accordance with a resolution adopted by the Council, a Conference Meeting of the representatives of the Civic Authorities, Harbour Com-

missioners, Grand Trunk Railway, Canadian Pacific Railway, Corn Exchange Association, Port Warden, and Board of Trade was held in the City Hall, on 7th October, for the purpose of considering several important projects in connection with the welfare of the city of Montreal and the improvement of the harbour, &c., such as construction of dykes to prevent floods, making provision for railway facilities near the wharves and the erection of a union passenger depot, extension of wharf accommodation, construction of a suitable graving dock, &c., &c. Of these subjects, the Union Station question occupied most of the time of that meeting, but the only result was the passage of a resolution requesting the executives of the different railways to confer and submit a comprehensive scheme providing commensurate terminal facilities, &c.

The Council has been much impressed with the desirability of a dry dock at this port, and has been in communication with the Harbour Commissioners and the Government on this subject.

INEFFICIENCY OF FIRE BRIGADE SERVICE.

There being reason to fear that certain fires in this city had proved more calamitous than they might have done if properly combatted by the Fire Brigade, the Council represented to the Chairman of the Civic Fire Committee that the Fire Service should be placed in such an efficient condition as to ensure, as far as possible, the restriction of loss from future fires. Subsequently the Canadian Fire Underwriters' Association invited the co-operation of your Council in considering this subject, with the result that it urged the City Council by letter to add to the force, change its management, increase the appliances, lay down new water-mains, construct temporary underground water-tanks, and free the remodelled force from unauthorized control.

The Council is glad to notice that these recommendations have been adopted to some extent, and very considerable additions made to the means available for keeping fires in check.

LEVEL RAILWAY CROSSINGS IN CITY AND SUBURBS.

The circumstance of the Grand Trunk Railway Company being about to commence the erection of a new station here on a higher level than heretofore, led the Council to write to the General Manager, urging that the railway should be brought in overhead from the suburbs, so as to avoid the necessity for the present level crossings, which are so dangerous,

and a serious inconvenience to traffic across its line. Mr. Hickson replied that the representations of the Council should have every consideration. The Council also addressed a communication to the City Council in relation to this subject.

BOTANIC GARDEN IN MOUNTAIN PARK.

In January last the Council's attention was drawn to the proposed establishment of a Botanic Garden in the Mountain Park, and a resolution favouring the scheme was discussed; an amendment thereto, referring the subject to a committee, was, however, carried. That committee, after hearing statements from the promoters and opponents of the Garden, and careful consideration of the matter, unanimously reported adverse to the handing over to the Botanic Garden Association, or any other body or association, any part whatever of the Park, because if such privileges were granted to one body, other similar applications could not well be refused; the report concluding with an expression of opinion that the entire property now held on Mount Royal by the City as a public park should be kept intact and maintained for a place of public recreation. This report was, after very full and careful consideration, unanimously adopted by your Council, a memorial founded upon it being forwarded to the City Council.

AMALGAMATION OF BOARD OF TRADE AND CORN EXCHANGE ASSOCIATION.

The Council, early in the year, took up this question and appointed representatives to meet with others from the Corn Exchange Association, by whom a report was made in favour of amalgamation of the two bodies, under the title of Montreal Board of Trade, whereupon the Council authorized steps to be taken to procure the necessary legislation. A bill, prepared by the Joint Committee and approved by the Council, was, with some changes made by the Private Bills Committee at Ottawa, passed at last session of the Dominion Parliament, and assented to 2nd June, 1886, entitled "An Act respecting the Montreal Board of Trade," 49 Vic., chap. 55.

The Corn Exchange Association, at a special general meeting on 2nd October, adopted the necessary resolutions binding itself to amalgamate with the Board of Trade, and a special general meeting of this Board was held on the 9th December, at which a resolution, accepting the terms and conditions of that adopted by the Corn Exchange Association, was unani-

mously carried, thus completing the fulfilment of the provisions of the Act, and so consummating the amalgamation.

Since then, another Committee has been engaged in drafting By-Laws and a Gratuity Scheme, which you are forthwith to consider and deal with.

You will observe that an immediate effect of the amalgamation is, that the present Office bearers and Council go out of office at the forthcoming annual meeting, and that the election of the new Board, at which the Corn Exchange members will vote as members of this Board, will take place under the terms of the amended Act of Incorporation, which provides that "the affairs, business and concerns of the corporation shall be managed by a President, two Vice-Presidents, a Treasurer, and twelve, or such other number of persons as may be provided by the by-laws, all of whom shall be members of the corporation, and shall together constitute and be called the Council of the said corporation, and be elected annually at such time and place as may be provided by the by-laws."

The Council of your Board has, for several years past, devoted much time and attention towards procuring the union of the two organizations, and it considers the accomplishment thereof a matter for congratulation. It is hoped that the membership will be largely increased, and that, in the near future, a suitable Exchange building may be erected, which will not only afford ample accommodation for the requirements of the amalgamated Board and its branch associations, but include also a reading room, offices, &c., and possibly, safe deposit vaults, and be architecturally a credit to the organizations which occupy it, and an ornament to the city.

INSPECTION OFFICES.

Grain.—The death, on 13th November, after a brief illness, of Mr. Thomas Bickerstaff, who had for many years held the position of Inspector, rendered that office vacant, and the necessary action as provided by the Inspection law, preliminary to the appointment of his successor by the Government, is being taken.

Pot and Pearl Ashes.—This office has demanded special supervision this year on the part of the Council, owing to the deaths, following in quick succession (19th February and 5th March), of Mr. James E. Major and Colonel Dyde, who had together held office as Joint-Inspectors since 1854. On the recommendation of the Council, the Government appointed Mr. Edward J. Major as Interim-Inspector, that gentleman afterwards, with other applicants, passing successfully the examination by a chemical

expert, held at the instance of the Board of Examiners, and being gazetted Inspector on 7th May. In October the Council deemed it advisable to "require," under the terms of the Inspection Law, the appointment of a Deputy-Inspector, which has been done.

Raw Hides and Leather.—The existence of a hide-curing establishment on St. Helen Street was the cause of a request that the Council should either petition the Government for the appointment of a Deputy Inspector at each of the abattoirs, or for the removal of the Inspection Office, on the ground that where the inspection was carried on, there would the hide-curing establishment be located. The Council, however, considered the appointment of two Deputies unnecessary, and that it was not in the interest of the hide trade that the Inspection Office should be removed from its present central premises on William Street, but expressed its willingness to assist any endeavour to procure civic legislation restricting the location of hide-curing establishments within certain limits.

Weigher, Measurer and Gauger.—A conflict between the rules of this office, (which were made by virtue of Act 28, Vic., Chap. 6,) and the method of weighing recently inaugurated by the Customs officers here, led the Council to make a representation to the Minister of Customs in favor of that Department adopting the regular allowance of weight appointed by the Board, and agreed to by both buyer and seller for the past twenty years. A formal acknowledgment was received, but no change has yet been made by the Customs.

DEATH OF SECRETARY AND APPOINTMENT OF SUCCESSOR.

The Council has to record the lamented death of Mr. Wm. J. Patterson, Secretary of the Board, which took place on 12th June last. The following resolutions sufficiently explain the Council's deep sense of loss, and the action taken by it at the time :—

Resolved, That this Council records with sorrow the death of Mr. Wm. J. Patterson, Secretary of the Montreal Board of Trade for the past twenty-three years, and who, during that time, has been intimately connected with every measure having for its object the advancement of trade and manufactures in this city ;

That Mr. Patterson's special work as Secretary of this Board has at all times been most earnest, intelligent and valuable, and the members of the Council deplore his loss as that of a friend ;

That as an additional mark of respect and regard, the members of the Council do attend the funeral of the late Secretary in a body, and that the general members of the Board are hereby requested to accompany them ;

That a copy of these resolutions be sent to the family of the deceased, with an assurance of the Council's sympathy with it in this bereavement.

Mr. George Hadrill, who had acted as Mr. Patterson's assistant for nine years, was appointed to the vacant Secretaryship, and has since performed its duties to the entire satisfaction of the President and Council.

CONCLUSION.

The Council in closing this *resumé* of the more important matters that have come before it during the past year, desires to recommend the following subjects to the special and earnest consideration of the new Board, viz:—

Extension of Wharf accommodation, and increase of Wharfage facilities.

Construction of a Dry Dock at this port.

Assumption by the Government of the cost of the Channel through Lake St. Peter.

Abolition or permanent reduction of Canal Tolls.

Prevention of Floods in the city and neighbourhood.

The whole respectfully submitted on behalf of the Council.

GEO. A. DRUMMOND,
President.

Montreal, 4th January, 1887.

MONTREAL BOARD OF TRADE.

OFFICE-BEARERS AND MEMBERS FOR 1886.

President - - - - - GEO. A. DRUMMOND.
Vice-President - - - - - JAS. P. CLEGHORN.
Treasurer - - - - - ROBT. ARCHER.

COUNCIL.

GUILLAUME BOIVIN, (resigned) JONATHAN HODGSON, F. W. HENSHAW,	H. R. IVES, G. M. KINGHORN, J. M. KIRK,	R. PATON MCLEA, W. C. MUNDERLOH, W. W. OGILVIE,	H. SHOREY, JAS. SLESSOR, J. H. WINN.
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BOARD OF ARBITRATION.

ANDREW ALLAN, HY. BULMER, CHAS. H. GOULD,	E. K. GREENE, P. M. GALARNEAU, JOHN KERRY,	HY. LYMAN, HUGH MCLENNAN, ANDREW ROBERTSON,	JOHN STIRLING, W. R. WONHAM, JOHN M. YOUNG.
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Secretary - - - - - GEO. HADRILL.

MEMBERS.

Adams, R. C. Allen, Joseph Allan, Andrew Allen, James Ames, E. F. Anderson, D. Angus, Wm. Archer, Robert Arnott, John R. Ayer, A. A.	Bruneau, L. P. Brush, G. S. Buchanan, W. J. Bucknall, J. M. Budden, H. A. Bulmer, H. Buntin, Alex.	Deschamps, A. Dobell, H. Donnelly, John T. Drummond, Geo. A. Duff, J. M. M. Duncan, John	Grenier, Jacques Grindley, R. R.
Badenach, Thos. Baird, John Batterbury, F. R. Baumgarten, A. Baylis, James Beattie, John Beaugrand, H. Bell, Thos. D. Bellev, H. F. Benning, James Benson, W. Townley Bessette, D. Z. Beuthner, E. W. Bishop, Geo. Boas, B. A. Boas, Feodor Boivin, Guill. Bond, Edward Boyd, W. E. Brayley, J. W. Brice, A. J. Brock, Jeffrey G. Brodie, John Brophy, Thos. Brossard, M. Browne, John J. Brown, Thomas B. Brown, T. S. Brown, T. V. R.	Cantin, A. Cantlie, Jas. Carruthers, J. Carsley, S. Cassidy, J. L. Cassils, Chas. Cassils, John Cassils, Wm. Charlebois, L. B. A. Childs, Geo. Chipman, W. W. Cleghorn, J. P. Clouston, E. S. Cookson, S. Coghlin, B. J. Cowper, Alex. Corneille, Chas. C. Costigan, W. T. Cowans, Robert Cox, James, P. Crilly, John Cunningham, Chas. H. Cowie, A. McK. Craig, E. F. Crane, T. A.	Elmenhurst, W. R. Esdaile, R. M. Evans, William Evans, Robert Ewan, Alex. Ewing, S. H.	Hagar, Edward Haig, R. D. Hall, Thos. B. Hamilton, Alex. Hamilton, H. Hamilton, Hon. John Hampson, R. Hart, C. T. Hart, Gerald E. Hartt, Geo. F. Harvie, R. Heath, John Hébert Chas. P. Hébert L. H. Heney, Edw. N. Henshaw, Fred. C. Henshaw, F. W. Hersey, Randolph Hird, Samuel Hodgson, Jonathan, Holden, J. C. Holland, Philip H. Holloway, E. Hope, John Howard, T. J. Huot, Lucien Hutchison, R. B. Hunsicker, J. E.
	Darling, Jas. Dawes, J. P. Dawson, B., Jr. Davis, M. Desaulniers, A. A. L. Desbarats, Geo. E.	Fairbairn, John Fairbanks, Rufus Farrell, Wm. Forbes, A. M. Forget, L. J.	Hershey, Randolph Hird, Samuel Hodgson, Jonathan, Holden, J. C. Holland, Philip H. Holloway, E. Hope, John Howard, T. J. Huot, Lucien Hutchison, R. B. Hunsicker, J. E.
		Gagnon, A. E. Galarneau, P. M. Gardner, Frederick Gault, M. H., M.P. "Gazette," Repres'tve. Gillespie, J. A. Gilmour, J. Y. Gilmour, Thomas Girard, Auguste Gnaedinger, E. W. Gosling, William Gould, Chas. H. Gould, Joseph Gould, O. M. Graham, D. Grand Trunk R'y Co. Gravel, J. O. Greene, E. K. Greenshields, Edw. B. Greenshields, Samuel	Inglis, James Ives, H. R. Jamieson, R. C. Johnston, James Johnston, William F. Jones, John H. Joseph, J. H.

LIST OF MEMBERS—Continued.

Judge, Edgar	McGrail, M. J.	Racine, Alphonse	Strachan, James
Kay, Geo.	McGrail, M. T.	Radford, Edward	Strachan, Wm.
Keroack, A.	McIndoe, F. C. A.	Rac, Jackson	Stroud, W. D.
Kerry, John	McIntyre, Duncan	Ramsay, W. M.	Stuart, W. W.
Kerry, W. S.	McIntyre, Wm. Cassils	Raphael, H. W.	St. Onge, S.
Kinghorn, G. M.	McLachlan, Wm.	Rea, David, Jr.	Sumner, Geo.
Kingman, Abner	McLaren, J. C.	Reaves, Geo.	
Kinloch, Wm.	McLaren, W. D.	Redpath, F. R.	Tatley, Wm.
Kirk, J. M.	McLea, R. Paton	Rees, D. J.	Taylor, John
Kirkpatrick, J. E.	McLea, J. B.	Reford, R.	Tees, D. T.
	McLean, Charles	Rendell, James E.	Tees, Wm.
Labatt, Theo.	McLennan, Ewan	Reid, Wm.	Telmosse, L. W.
Labelle, Capt. J. B.	McLennan, Hugh	Richelieu & O. Nav. Co.	Thibaudeau, Alfred
Labelle, H.	McMaster, Wm.	Rintoul, W. H.	Thibaudeau, Hon. J. R.
Lacaille, Chas.	McNamee, F. B.	Robertson, Alex.	Thom, James
Lafrenière, J. O.	McNider, A.	Robertson, Andrew	Thomas, F. Wolferstan
Laing, Peter	McPherson, D. A.	Robertson, Farquhar	Thomson, A. D.
Lamarche, A.	Magor, John	Robertson, John A.	Thomson, Adam G.
Lapierre, Z.	Mason, A. H.	Robertson, J. B.	Thomson, D. G.
Law, David	Massey, F.	Robertson, David	Thorpe, R. T.
Lawrence, W. V.	Masterman, Wm.	Robinson, G. W.	Thurston, J. D.
Lebel, J. P.	Mathewson, J. A.	Rolland, J. D.	Terrance, John
Léfebvre, Michel	Meredith, W. H.	Rose, J. C.	Tough, Alexander
Léfebvre, Théodore	Miller, R.	Ross, D. W.	Tourville, Louis
Léfebvre, Théodule	Mills, J. W.	Ross, W. R.	"Trade Bulletin," Rep.
LeMesurier, W. M.	Mitchell, Alex.	Routh, F. A.	Trimble, Thos.
Leslie, A. C.	Mitchell, James M.	Routh, R. T.	Trottier, A. A.
Letourneux, C. H.	Mitchell, John	Royal Canadian Ins. Co.	Truteau, A. C.
Levin, Chas. H.	Molson, J. H. R.	Ryan, M. P.	Turpin, W. J.
Lewis, W. F.	Molson, J. W.		
Ligget, Phos.	Molson, J. T.	Samuel, Thos.	Van Horne, W. C.
Lightbound, Geo.	Mont'l Warehousing Co	Savage, J. G.	Viau, C. T.
Lindsay, W. Taylor	Morgan, Jas., Jr.	Scott, Gilbert	Vipond, T. S.
Linton, R.	Morin, L. E.	Scott, Wm.	
Lockerby, D. L.	Morrice, D.	Semple, J. H.	Wade, E. J.
Lonsdale, J. C.	Morris, Alex. W.	Shanly, Walter (C.E.)	Watson, David
Lord, James	Moss, John	Shaw, Wm.	Watson, W. W.
Lyman, Henry	Munderloh, W. C.	Shaw, David	Wait, George
	Munn, Stewart	Shaw, Thomas	Ward, Joseph
	Murphy, Edw.	Shearer, James	Warrington, F. H.
	Murray, Alex.	Shedden Co.	Watt, D. A. P.
	Murray, H. E.	Shorey, Hollis	Weir, Somerville
		Sidey, J. G.	Weir, William
	Norris, J. S.	Sidey, D. D.	White, Arthur (G.T.R.)
		Silverman, Simon	White, Peter
	O'Brien, James	Simms, Robert	Whitham, James
	Ogilvie, John	Slessor, James	Whitney, John E. M.
	Ogilvie, W. W.	Small, E. A.	Wight, R. E.
		Smith, Chas. F.	Wiley, Walter (G.T.R.)
	Paterson, Andrew	Smith, Hon. Donald A.	Williamson, James
	Paterson, A. T.	Smith, J. Lionel	Wilson, J. R.
	Paterson, John A.	Smith, W. Howe	Wilson, James Reid
	Paterson, W. S.	Smith, Wm.	Wilson, Walter
	Patten, O. P.	Smithers, C. E.	Winn, J. H.
	Peck, T.	"Star," Representative	"Witness," Rep'tve.
	Peddie, R.	Stephen, Francis	Wolff, R.
	Pillow, J. A.	Stevenson, P. S.	Wonham, W. R.
	Popham, John	Stewart, James F.	Wulff, J. F.
	Porteous, John (G.T.R.)	Stewart, William	
	Prevost, Sinai	Stirling, John	Young, John M.