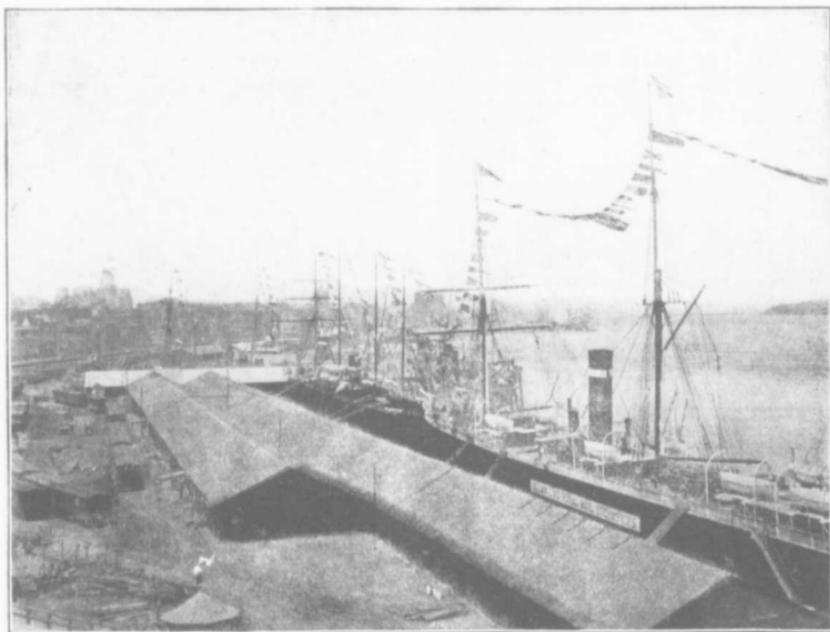




13 3

EXPORT TRADE
OF
The Port of Montreal
FOR
SEASON 1897.



HARBOUR FROM THE EXAMINING WAREHOUSE

SHOWING FOREIGN BUSINESS IN
CHEESE, BUTTER, EGGS,
GRAIN, FLOUR, LUMBER,
CATTLE, SHEEP, APPLES
AND OTHER CANADIAN PRODUCTS

~~~~~  
COMPILED BY THE COMMERCIAL DEPARTMENT  
.. OF ..

**The Gazette, Montreal.**

# Merchants Bank of Canada

Capital Paid Up  
\$6,000,000.

Rest - \$3,000,000.

Head Office,

MONTREAL.



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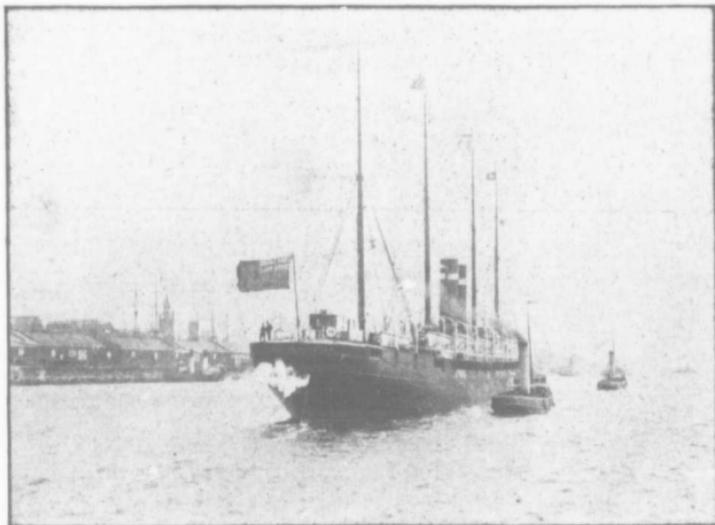
Letters of Credit issued, available in China, Japan and other foreign countries.

58091

# ALLAN LINE ROYAL MAIL STEAMSHIP CO.

ESTABLISHED 1854.

32 STEAMSHIPS  
AGGREGATING 123640 TONS.



The Allan Line operate six distinct services, sailing from six ports in Canada and the United States, as follows:

|                                                                                |                            |
|--------------------------------------------------------------------------------|----------------------------|
| MONTREAL and QUEBEC in summer }                                                | Mail and Passenger Service |
| PORTLAND in winter }                                                           | TO LIVERPOOL.              |
| MONTREAL in summer }                                                           | TO GLASGOW.                |
| PORTLAND in winter }                                                           |                            |
| MONTREAL in summer }                                                           | TO LONDON.                 |
| ST. JOHN, N.B. in winter }                                                     |                            |
| BOSTON TO GLASGOW.                                                             |                            |
| NEW YORK TO GLASGOW, calling at Londonderry.                                   |                            |
| PHILADELPHIA TO GLASGOW, calling at St. Johns, Nfld. for mails and passengers. |                            |

The rates of passage are exceptionally low for all classes, and the accommodation unsurpassed. The steamers are fitted with every modern improvement for the comfort and convenience of passengers. These include bilge keels which reduce the rolling motion to a minimum; spacious promenade decks, two-thirds the length of the ship in the central part; music rooms, smoking rooms, electric lights and pneumatic bells connecting every apartment and stateroom with the Steward's Hall.

The table of the Cabin passengers is provided with the luxuries of the season, cooked and served by an experienced staff of servants, trained in the employment of the Company.

Special attention is paid to the accommodation of Second-Cabin and Steerage passengers so as to ensure their comfort. Perfect sanitary and heating arrangements, family-rooms, and an abundant supply of well cooked food being supplied and served by the Company's Stewards.

In 1893 the Allan Line carried 138,909 passengers without a serious accident of any kind, and in the past decade the number of persons who have travelled by the vessels of this line exceed one-fifth of the entire population of Canada.

For Cargo and Live-Stock this line is a deserved favorite. The steamers of the Montreal-London, Montreal and Boston to Glasgow service being devoted exclusively to this business. Certain designated steamers on all service - from Montreal and Portland are fitted with improved refrigerators for cargo requiring cold storage.

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

**H. & A. ALLAN, Montreal.**

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EDWARD L. BOND

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FOR THE FOLLOWING OFFICES:

*BRITISH & FOREIGN MARINE INSURANCE CO., of Liverpool.*

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Certificates Made Payable in Any Part of the World.

## IMPORTERS

Open Policies issued, covering  
from all Ports.

## EXPORTERS

Unlimited Facilities for Insuring  
GRAIN, PRODUCE, CATTLE, Etc.

FLOUR INSURED AGAINST ALL RISKS.

## BANKERS'

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

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

## EDWARD L. BOND,

GENERAL AGENT.

30 St. Francois Xavier Street, - MONTREAL.

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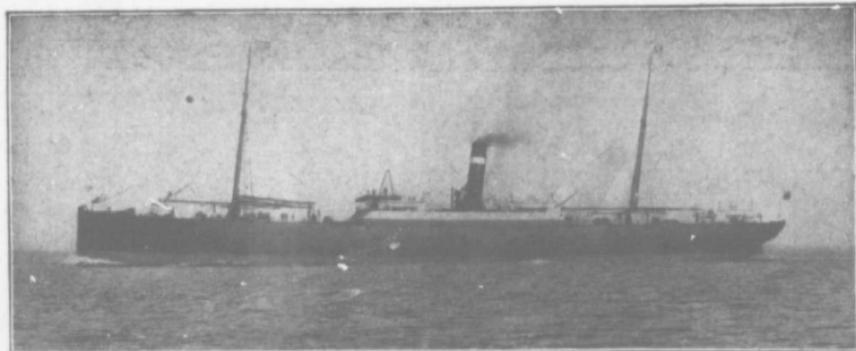
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# REFORD AGENCIES



S. S. TRITONIA, 6,000 TONS.

## DONALDSON LINE GLASGOW SERVICE.

WEEKLY

FORTNIGHTLY

From MONTREAL & From ST. JOHN, N.B.

During the Summer.

During the Winter.

|                           |                          |                                          |
|---------------------------|--------------------------|------------------------------------------|
| S.S. Alcides, 3,500 Tons. | S.S. Keemun, 3,500 Tons. | S.S. Kastalia, (cold storage) 6,000 Tons |
| " Concordia, 2,600 "      | " Amarynthia, 4,250 "    | " Orthia, - - - 6,000 "                  |
| " Indrani, 4,750 "        | " Hestia, 4,750 "        | " Tritonia, - - - 5,000 "                |

### AGENTS :

DONALDSON BROS., Glasgow, Scot.

SCHOFIELD & CO. St. John, N.B.

## THOMSON LINE WEEKLY LONDON SERVICE.

From MONTREAL & From PORTLAND, Me.

During the Summer.

During the Winter.

Sailings also for Newcastle, Leith, Dundee and Aberdeen as cargo offers.

|                         |                                 |                                     |
|-------------------------|---------------------------------|-------------------------------------|
| S.S. Avlona, 2,250 Tons | S.S. Escalona, - 2,250 Tons.    | S.S. Iona, cold storage, 4,500 Tons |
| " Bellona, 3,500 "      | " Fremona, - 3,750 "            | " Jacona, - - - 3,000 "             |
| " Cervona, 5,500 "      | " Gerona, cold storage, 4,000 " | " Kildona, - - - 4,750 "            |
| " Devona, 5,500 "       | " Hurona, " 4,500 "             |                                     |

### AGENTS :

Cairns, Young & Noble, Newcastle-on-Tyne.

W. Thomson & Co., Leith.

A. Low, Son & Co., 27 Leadenhall St., London, E.C.

Wm. Thomson & Sons, Dundee.

### FAVORITE BOATS FOR HORSES AND STOCK.

Special accommodation for Butter, Cheese and Provisions in and out of Refrigerators.

Through Bills of Lading granted to or from all points in Canada and the Western States.

For further information apply to

HENDERSON BROS., 176 to 180 Jackson St., CHICAGO.

J. D. RIDDELL, STRATFORD, Ont.

ALL RAILWAY AGENTS, or

THE ROBERT REFORD CO., Ltd., Montreal, Can. and Portland, Me.

**Export Trade** —

OF THE

**PORT OF MONTREAL**

For Season 1897

Showing Foreign Business in

CHEESE,            GRAIN,            CATTLE,  
BUTTER,           FLOUR,           SHEEP,  
EGGS,              LUMBER,           APPLES,

And Other Canadian Products.



Compiled by the Commercial Department of

**THE GAZETTE, MONTREAL.**

# DOMINION LINE

ELDER, DEMPSTER & COMPANY'S



REGULAR LINE OF FIRST-CLASS STEAMSHIPS

MONTREAL

TO

BRISTOL (Avonmouth) AND LONDON

ALSO FROM PORTLAND, Me., AND BOSTON TO  
BRISTOL (Avonmouth) DURING THE WINTER  
MONTHS. . . . .

|                                      |                             |
|--------------------------------------|-----------------------------|
| S.S. MILWAUKEE (new).....12,000 Tons | S.S. MARINO..... 5,000 Tons |
| " MONARCH (new).....12,000 "         | " ASHANTI..... 5,000 "      |
| " *MONTCALM (new)..... 8,000 "       | " BELGIAN KING..... 4,500 " |
| " *MONTROSE (new)..... 8,000 "       | " PARKMORE..... 4,500 "     |
| " *MONTEREY (bldg)..... 8,000 "      | " *LYCIA..... 4,500 "       |
| " MONTEZUMA..... 7,500 "             | " ETOLIA..... 4,500 "       |
| " *MERRIMAC..... 6,500 "             | " *MEMNON..... 4,250 "      |
| " QUEENSMORE..... 6,000 "            | " NIAGARA..... 4,000 "      |

\* STEAMERS MARKED THUS ARE FITTED WITH COLD STORAGE.



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

For rates of freight and other particulars apply to

ELDER, DEMPSTER & CO.,

219 Commissioners Street,

MONTREAL.

Toronto Agency : R. DAWSON HARLING, 23 Scott Street.

Chicago " EARLE & MASSEY, 6 Sherman Street.

and Foot of India St., PORTLAND, Me.

## To the Shipping Public.

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AT the request of the larger exporters, THE GAZETTE last season issued a phamplet showing the exports from Montreal of leading Canadian products. Being assured that these figures were found to be a useful reference for the mercantile public, they are this year presented in a larger and more comprehensive form, covering several additional branches not included in last year's publication. The figures given have been compiled by the commercial editors of THE GAZETTE from official records, and give a fair approximate idea of the export trade of the port. It is gratifying to note that the record shows handsome gains in almost every line. Wishing our patrons the compliments of the season,

We remain,

THE GAZETTE PRINTING CO.

MONTREAL, 10th December, 1897.

\* THE \*

# LINDE BRITISH REFRIGERATION CO., LTD.

American Agency.

MANUFACTURERS OF

## REFRIGERATION

AND

## ICE MACHINERY

FROM ONE TON REFRIGERATION CAPACITY AND UPWARDS

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

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

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

**Over 3,300 Machines** sold up to January, 1898, and supplied to every quarter of the globe for Meat Packers, Dairies, Brewers, &c.



*A Sample of our many Certificates of Excellence :*

MONTREAL, April 7th, 1897.

MESSRS. THE UNION COLD STORAGE CO.,  
CITY.

GENTLEMEN,

We are pleased to say that the eggs stored for us in your Cold Storage have given us the greatest satisfaction, and we can candidly say that, after many years' experience with refrigeration, we have never had our eggs so well kept. There has been practically no loss, and the eggs are free from odor, which has been the great objection to cold storage in the past.

Yours truly,

WM. MELDRUM & Co.



HEAD OFFICE : 301 ST. JAMES STREET, - MONTREAL

## THE SHIPPING OF THE PORT.

THE season of 1897 has undoubtedly been one of the most prosperous ones in the history of the port of Montreal. In addition to the fact that the port has had larger vessels of very much greater tonnage, there has also been a considerable increase in the number of arrivals.

During the year of 1896 there arrived 709 vessels, while this year there arrived 798, being an increase for 1897 of 89 vessels. The total amount of tonnage for 1896 was 1,216,468 tons; this year it amounted to 1,442,931, being an increase for 1897 of 226,463 tons.

The tonnage in the last 12 years has more than doubled, being in 1885, 501,679, and this year the records show, as stated above, 1,442,931 tons. This great increase is due to the fact that vessels have been getting quicker despatch, enabling them to make more voyages, the Beaver Line steamship Lake Superior having broken the record this year by making seven round voyages during the season of navigation, arriving here on her first voyage May 5 and on her last voyage November 17.

The shallowness of the water in the river has been of serious consequence to the larger class of vessels, forcing several of them to complete their loading at Quebec, which they endeavor to avoid, owing to the excessive cost and loss of time. The comparative reports of the depth of the water for the past two years are as follows:

November 20, 1896, Montreal gauge, 28 feet 10½ inches.

November 20, 1896, Sorel gauge, 29 feet 8 inches.

November 20, 1897, Montreal gauge, 26 feet 10 inches.

November 20, 1897, Sorel gauge, 26 feet 6 inches.

This, in a great measure, may be accounted for by the exceedingly dry weather prevailing for the past three months, August rainfall being 1.95, average 3.60; September 1.15, average 3.05; October 0.65, average 3.08; the rainfall in the three

months being 3.75, whereas the average rainfall should have been 9.73.

One of the reasons for the increase in the shipments is the inauguration of a much larger type of steamer than has ever come to Montreal at any previous time. The steamer *Milwaukee*, which made her first voyage to Montreal in June last, is about 12,000 tons dead weight, and probably 6,000 to 8,000 tons measurement larger than any other cargo steamer here before, except the *Canada*, which is more especially adapted for a passenger steamer. The *Milwaukee* made two voyages and was then withdrawn and sent to New Orleans, where the owners no doubt obtained better business; but it is understood that she is likely to return, and another—the *Monarch*—will, in all probability, come next year.

The advent of these large steamers show that the Elder-Dempster line are prepared to encourage trade from the St. Lawrence, as, in addition to the *Milwaukee*, they have also had two magnificent steamers—the *Montcalm* and *Montrose*—added to their Bristol fleet, which, though not quite so large, are equally well adapted for the trade. As there are several steamers of the same type in course of construction, it certainly behooves the Harbor Commissioners and merchants of Montreal to do all they can to improve the facilities for loading these large vessels at the earliest possible date. An idea of the enormous cargoes these steamers carried will be gathered by the freight taking by the *Montcalm* on four trips, made in four months, viz.:—974 head cattle, 352 sheep, 120 horses, 616,961 bushels grain, 67,775 boxes cheese, 29,847 packages butter, 2,665 standards deals, 1,430 tons flour, 145 barrels of apples, 1,146 tons general cargo.

The business of the Allan line was somewhat larger than usual. Last season they had 88 arrivals and departures. This season they had 95, besides which the average tonnage of the vessels in the St. Lawrence trade was somewhat greater. Their regular weekly London service was maintained with six vessels, viz.: *Brazilian*, *Montevidian*, *Rosarian*, *Grecian*, *Ormidale* and *Ormiston*, the first three named having mechanical refrigerator accommodation for butter and other perishables. Their weekly

Glasgow service required five vessels, one less than London, by reason of the shorter voyage. These were the steamships Samartian, Pomeranian, Buenos Ayrean, Norwegian and Sardinian. Only one of these vessels has a refrigerator, the steamship Sardinian.

In the opinion of the Minister of Agriculture, Glasgow did not require more than a fortnightly service for perishables, which was given by the Allan and Donaldson lines jointly.

Their regular weekly service to Liverpool was maintained throughout the season with five boats, viz., steamships Numidian, Parisian, Carthaginian, State of California and Laurentian, besides which they had, during the past two months, a mid-week Liverpool service performed by the SS. Livonian, Peruvian, Roumanian and Buenos Ayrean, the last named vessel having been replaced on the Glasgow service by the steamship Peruvian. The St. Lawrence fleet of the Allan line thus numbered 20 vessels all told.

In common with other experienced steamship managers, H. & A. Allan believe in regular sailings. A weekly service to a west coast port like Avonmouth, Liverpool or Glasgow, requires five vessels for its regular performance. The Dominion and Beaver lines having only four vessels, each had to omit a sailing on every fifth week. A five weeks' round has the compensation that it gives a reasonable time at each end of the voyage for discharging and loading. The fast boats of the Cunard and White Star lines make four week rounds, but they carry very little, if any, cargo. It will probably be the same with the Canadian fast line if established. By stopping at Quebec and carrying no cargo the service may be performed by the four vessels contracted for, but not otherwise.

The same Allan line ships that performed the regular summer service to Liverpool are employed on the winter service between Liverpool and Portland, Me. The steamships Parisian and Laurentian have sailed from Portland and will be followed by the steamships Numidian, Carthaginian and Mongolian. They are also to have a fortnightly service to Glasgow via Portland, and to London via St. John.

The Dominion Line, although not having such a strong fleet running to Liverpool as in former years, has had a prosperous

season, both in the freight and passenger business. The Dominion Company's officials state that the reason that only four large steamers have been on this route is through the inactivity of the Government. For some time past the Liberal Government has been asking for a 20 knot service. The steamers that would perform such a service would be small carriers, and so not filling the requirements of the country from a freight and commercial point of view. The subsidy that was offered did not warrant such an expenditure and it was therefore, deemed wiser to delay matters, and so see if some improvement could not be arrived at to promote greater speed in the large carriers, thus combining speed with carrying power. Consequently, the Dominion Line delayed adding to its fleet for this year, but they are now building steamers which they consider suitable as large carriers and passenger accommodation for a considerable number of cabin, intermediate and steerage passengers. The speed of these steamers will be considerably better than any of the steamers now on the route, but they will not meet the Government's requirements of 20 knots.

Messrs. The Robert Reford Company, Ltd., report a better year than the last, they having had to their consignment 94 steamers, an increase over the previous year of 26. They have found great difficulty, though, in finding west-bound cargoes, as imports have not improved, and many of their vessels had to find their way to the westward in ballast. They have had a large increase in exports of grain, lumber and other cargo, but their large fleet have been much hampered owing to the lack of sufficient wharf accommodation, they having frequently, when five or six vessels have been in port together, to send some of them to Windmill Point and Hochelaga, in addition to their regular wharf accommodation. This, at times, has caused most serious delay to their vessels, especially those with green and dried fruits, in the spring and fall of the year. The Harbor Commissioners should arrange to make some provision for these extensive cargoes.

The Donaldson Line this year added the fine steamship *Kastalia* to their already large fleet. This vessel was fitted with cold storage, under Canadian Government, for the carriage of fruit, butter and other products, which worked most success-

fully, the first shipment of green fruit in this vessel realizing a handsome figure to the western importer.

The Thomson Line also added two vessels to their Montreal fleet making eleven vessels in all sailing between this port, London, Leith, Newcastle, Dundee and Aberdeen. This line has always been abreast of the times, and during the previous winter fitted three of their vessels with mechanical cold storage, under contract with the Dominion Government, but regret to say that they found the Canadian shippers have not made the use of these cold storage compartments as they might have done, as large quantities of the butter exported was American product. Our cousins to the south of us seem much more alive to the advantages of the cold storage than Canadians, and are ready to take advantage of it whenever offered.

The Cory Line, supplying a long felt want of a direct connection with Cardiff, gave regular sailings last summer, the steamship Ruppera being the pioneer vessel, and it is hoped that this line will continue to give an increased and better service during the next year, as Cardiff is a large distributing centre in the south of Wales.

The Beaver Line also report a very satisfactory season's business. Export freights opened at good paying rates, which have been steadily maintained and increased toward the close of the season, although the closing rates were not quite so high as at the corresponding period of last year, the large apple export of that year being the main cause for the difference. Imports were somewhat greater in volume, and with better trade prospects will no doubt continue to increase. A good passenger business is also reported, and the steamers have performed a very regular service without a mishap of any kind.

Having contracted with the Dominion Government for the carriage of the Canadian mails, the Beaver Line will, during the winter months, perform a regular weekly service between St. John, N. B., and Liverpool, calling at Halifax, N. S., and Moville, Ireland, each way, to land and embark passengers and mails. The line has secured the steamship Gallia, late of the Cunard Line, to run in the service, and this addition to the fleet should attract an increased freight and passenger

business via the Canadian winter ports. A considerable quantity of Canadian poultry for the Christmas trade has been shipped in cold storage by this steamer, and from the large amount of freight already booked by the Canadian Pacific Railway for shipment via St. John, the popularity of Canadian winter ports is evident. During the summer months the Beaver Line will run the regular weekly mail service between Liverpool and Quebec and Montreal via Merville and Rimouski, and intend augmenting the service by the addition of one or more large and fast steamers of modern type.

The Johnston Line brought a successful season's business to a close with the steamship Baltimore sailing on November 19th. During the season this line has carried a very much greater quantity of cargo than last year, or about 60,000 tons more.

The trade between Canada and Belfast and Dublin is increasing through the enterprise of the Head Line, of which Messrs. McLean, Kennedy & Co. are the Agents. During the season of 1894 there was in all a total of 12 steamships from Quebec and Montreal to Dublin and Belfast. In 1895 this was increased to 16 and in 1896 it was increased to 23. Towards the close of 1896 the Head line entered on a new era of their career and began a line from St. John under a contract with the Canadian Government. The appreciation of the enterprise is shown by the fact that the Head Line will be running a superior and faster class of steamers during the winter months on this route. During the season of 1897 the Head Line put on the St. Lawrence route three new steamers—the Torr Head, Glenarm Head and the Malin Head, all of which are first-class carriers and well adapted for the St. Lawrence trade. The total number of sailings for 1897 was 30.

Messrs. McLean, Kennedy & Co., besides represented the Holme Line, which plies between Montreal and Hull, and handled the bulk of tramp steamers which came to Montreal, the season's work aggregating 82 sailings.

Among the other lines which have helped considerably to build up the trade of the port is the Turret fleet, which have been engaged in the coal trade, and the steamers of the Hamburg-American Packet Co. Although this later company has had

considerable misfortune during the past season, they have nevertheless carried immense cargoes both to and from Montreal. The Aberdeen Atlantic Shipping Co. has had two large vessels running between Montreal, Aberdeen and Newcastle. Lower ports boats have also had a busy season, especially the Campana, which besides having large cargoes, also had a successful passenger season. The Lower ports had an additional steamer this season in La Canadienne. This boat made several successful trips, but on her last passage from this port she was run into by the U.S. warship Yantic and received considerable damage.

That the season has been a busy one will be seen by the following tabulated statement. Large gains will be noticed in the exports from Montreal, more particularly in the shipments of wheat, corn, oats, rye, etc., while the decreases compared with last year are mainly seen in meats and fruit. The increase or decrease is denoted by the letters i and d.

|                            | 1897.     | 1896.     | Dec. or Inc. |
|----------------------------|-----------|-----------|--------------|
| Wheat, bush.....           | 9,874,348 | 7,027,058 | i 2,847,290  |
| Corn, bush.....            | 9,384,422 | 6,778,896 | i 2,605,526  |
| Peas, bush.....            | 1,771,780 | 1,865,533 | d 93,753     |
| Oats, bush.....            | 5,018,155 | 2,631,785 | i 2,386,370  |
| Barley, bush.....          | 179,045   | 247,148   | d 68,103     |
| Rye, bush.....             | 792,987   | 361,627   | i 431,360    |
| Flour, barrels.....        | 585,813   | 772,124   | d 186,311    |
| Meal, barrels.....         | 36,630    | 40,014    | d 3,384      |
| Pork, barrels.....         | 1,250     | 585       | i 665        |
| Lard, barrels.....         | 27,656    | 85,023    | d 57,367     |
| Meats, packages.....       | 98,798    | 228,752   | d 129,954    |
| Eggs, cases.....           | 157,360   | 141,853   | i 15,507     |
| Hams and bacon, boxes..... | 6,697     | 8,123     | d 1,426      |
| Apples, barrels.....       | 168,448   | 725,016   | d 556,568    |
| Cheese, boxes.....         | 2,102,985 | 1,726,226 | i 376,759    |
| Butter.....                | 220,252   | 157,321   | i 62,931     |

**FIRE.**

**MARINE.**

## INSURANCE.

CHARLES S. FOX. 116 ST. PETER STREET,

CORRESPONDENCE SOLICITED.

**MONTREAL.**

### Tonnage of the Lines.

The total tonnage of the different lines is interesting, as showing the business handled by them during the year. The number of voyages made by the different fleets and their grand aggregate tonnage for the year are as follows:—

|                                       | Voyages. | Tonnage.  |
|---------------------------------------|----------|-----------|
| Allan Line, Liverpool.....            | 36       | 99,961    |
| “ “ London.....                       | 30       | 62,775    |
| “ “ Glasgow.....                      | 29       | 70,829    |
| Grand total.....                      | ..       | 233,545   |
| Elder-Dempster, London.....           | } 54     | 146,819   |
| “ “ Bristol.....                      |          | 25,756    |
| “ “ Outside boats.....                |          | 17        |
| Grand total.....                      | ..       | 172,575   |
| R. Reford & Co., Thomson Line.....    | 55       | 104,595   |
| “ “ Donaldson Line.....               | 33       | 70,721    |
| “ “ Cory Line.....                    | 3        | 3,873     |
| “ “ Outside boats.....                | 3        | 5,646     |
| Grand total.....                      | ..       | 179,189   |
| McLean, Kennedy & Co., Head Line....  | 27       | 53,583    |
| “ “ “ Holme Line..                    | 14       | 19,987    |
| “ “ “ Outside boats..                 | 34       | 61,242    |
| Grand total.....                      | ..       | 134,812   |
| D. Torrance & Co., Dominion Line..... | 23       | 76,250    |
| “ “ “ Furness Line.....               | 22       | 39,716    |
| Grand total.....                      | ..       | 115,965   |
| Johnston Line.....                    | 26       | 67,746    |
| Beaver Line.....                      | 25       | 65,056    |
| Hamburg-American Packet.....          | 9        | 42,000    |
| Grand total tonnage of port for year. | ..       | 1,010,889 |

# **RADNOR**

**The most perfect of all  
Natural Mineral Waters**

**Bottled only at the Spring in the  
Laurentian Hills of Canada . .**

**RADNOR WATER CO.** HEAD OFFICE, MONTREAL  
SPRING—RADNOR, QUE.

**CANADIAN PRODUCE AND CONSIGNMENT CO.,**

18 ST. SWITHIN'S LANE,

**Agents for Great Britain,**

**LONDON, ENG.**

Radnor is a purely natural water, brilliant, pleasantly sparkling and delicate to the taste.—“Lancet,” London, Eng.



### The Harbor Improvements.

After endless and what frequently appeared to be aimless discussion the Harbor Board has at last focussed its many side views in regard to the needs of the harbor and has at last signified its approval of something.

The plan adopted is known as plan No. 12 A. This plan is designed to give 9,770 lineal feet wharf front, and to afford accommodation for 16 ocean steamers, 500 feet long. It shows three piers, 300 feet wide, one being 850 feet, one 1,000 feet and the other 1,020 feet in length, on the centre line.

It is interesting to note that Harbor Engineer Kennedy does not favor the three pier plan. His opinions in brief on the subject are :—

1. The three and four pier plans afford an equal number of berths for large ships of the size taken for comparison, and each has the advantage of giving 15 per cent. more than does the three-pier plan.
2. The four and five pier plans give equal wharfage frontage, and each gives much more than the three-pier plan. The four and five pier plans can, therefore, accommodate proportionately more vessels of different sizes than can the other
3. The cargo space in the four pier plan is materially larger than in any of the others.
4. The wharfage of the four and five pier plans can be more easily increased in future, if need be.
5. The basin space is the largest in the three-pier plan, but larger than the shipping interest deems sufficient, and its large size takes away from the wharf space.

Taking the more important features of each plan in comparison with those of others, I am of opinion that the four-pier plan is the most advantageous and that the five pier plan is the next, and that both are decidedly better than the three-pier plan.

As the Ottawa authorities and the experts of the Public Works Department could not agree a compromise became necessary and Plan 12 A. was the result, the Board adopting it on the understanding that the cost will have to be borne by the Government.



### THE "CANADIAN MITE"

was manufactured at the Dominion Experimental Dairy Station at Perth, Lanark County, Ontario, under the supervision of Prof. James W. Robertson, Dominion Dairy Commissioner. It formed part of the pyramid of Canadian Dairy Products at the World's Columbian Exposition at Chicago.

207,200 pounds of milk were used in making it; that quantity is equal to the milk for one day in September of ten thousand cows. Mr. J. A. Ruddick, of the Dairy Commissioner's Staff, was the cheesemaker, and he was assisted by cheesemakers from twelve adjacent factories.

The cheese weighed 22,000 lbs. net. It was encased in the mould or hoop of steel in which it was pressed, and a pressure of more than two hundred tons was applied to make it perfectly solid. It measured 28 feet in circumference by 6 feet in height.

A. A. AYER.

J. McKERGOW.



# A. A. AYER & CO.

---

Exporters of



Butter  
and  
Cheese

Cor. St. Henry and St. Paul Streets,

Montreal.

**W**E have extensive refrigerators of the best and most modern description, and every convenience for cool and rapid handling, as well as for Cold Storage of Cheese and freezing of Butter.

Correspondence solicited and orders carefully executed.



We give our personal attention to the buying and to filling orders.

## EXPORTS OF CHEESE AND BUTTER.

---

**D**IRECT export business in cheese via the port of Montreal was practically wound up on Saturday, Nov. 20th, and a glance at the record since the first of May last, shows that like all previous seasons it is noted by characteristics peculiar to itself alone. Possibly the most notable of these has been the enormous increase in our output of the great dairy product. In rough figures exports of cheese from the first of May to the 20th November have amounted to 2,100,000 boxes, an increase of 370,000 boxes over last year, and 384,000 over 1895. This remarkable gain of 754,000 packages in the small space of two years, shows clearly the enormous expansion that is in progress. Compared with this trade, the business of a decade ago was an infant in swaddling clothes. In 1886 and 1887 when the figures reached the vicinity of a million boxes, the development was considered remarkable, but events have demonstrated that it was only the beginning. In fact there is danger that in cheese, as in wheat, there will be overproduction, and many observers believe that we are not far from that point at present, and that if the output continues to show the same ratio of increase in ensuing seasons it will soon be reached. It is not surprising that these remarkable yearly increases upset all calculations, and that the most careful and best informed operators, are compelled to admit that precedent, or previous experiences, count for very little, in any effort to discount or anticipate the future course of the market.

There is no necessity, however, of adopting an excessively pessimistic view of the matter. It is true that the enormous output this year had a good deal to do with the sharp slump in prices that set in early in September. At the same time, while producers had to be contented with  $\frac{1}{2}$ c to 1c less per pound for

CANADIAN BRANCHES:  
LONDON, ONT. NAPANEE. BELLEVILLE. BROCKVILLE. ST. HYACINTHE

# HODGSON BROTHERS,

---

Export and  
Commission  
Merchants,

65, 67, 69 William St.

MONTREAL.



Our extensive refrigerators  
are the most improved and  
of the best modern plans for  
the cooling of Cheese, and  
can be adapted to any tem-  
perature requisite for Butter.

WE ARE IN  
DIRECT  
COMMUNICATION  
WITH  
ALL THE  
PRODUCERS  
OF THE  
DOMINION.

their fall cheese this year, they made up for it on the earlier makes, the average price for the season being the same as last year. But this was not all, for the aggregate return on account of increased output was much greater. This year approximately on the cheese so far sent forward, the farmers realized \$14,195,000 against \$11,625,000 for the same period in 1896, and \$10,264,000 in 1895. If less money was made on fall cheese, the fact has not prevented producers from increasing their business over two and a half million dollars in one, and three million four hundred thousand, in two years. The farmers have no excuse at all to be dissatisfied at a showing like this.

There has been a lot said recently also in different country papers regarding the unscrupulous Montreal exporters, and how they chisel the factorymen at every opportunity. It can be set down as a dead certainty that, had these gentlemen been absent from the market this year, the producers' bank roll would have been short fully 50c to \$1.00 per box. It was the speculative buying by these much abused individuals, that kept the market up and enabled the factorymen to realize what they did. The best proof of the fact, is the course of the market since September. During that month the exporters stopped buying because they believed that they were loaded up with all the high priced cheese that they could carry. Once their support was withdrawn prices fell like a stone. With the enormous output during the present season, the same thing would have happened during the summer, but for the reason above given.

There is no intention here of defending the gambling spirit, that is the bane of many commercial transactions nowadays, or to advise factorymen to go and do likewise. Quite the contrary, for in the aggregate he will find that it pays him better to take the market price when the goods are ready, than to speculate by holding for a possible rise. But in a literal sense all business is a speculation and the cheese operator has to speculate by laying in supplies in anticipation of future calls from his customers on the other side. But what is one man's meat is another man's poison.

The cheese exporter, owing to the very nature of his calling, and the competition of his rivals, has to provide ahead to a certain extent.

D.A. McPHERSON & Co.  
EXPORTERS OF



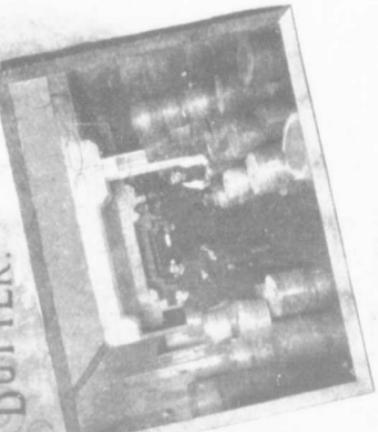
71 WILLIAM ST.  
MONTREAL.



CHEESE AND



BUTTER.



In other words, he has to carry a stock the same as any other trader. But he spends a lot of money to keep himself posted regarding the market. His yearly cable bill alone would constitute a handsome competence. He is, therefore, ready for every move, and is better able in a sense to protect himself. That is part of his business training.

The producer's training and abilities are in another direction, and unless he is prepared to accept all chances and pay as liberally for information affecting his position, he should curb his gambling spirit.

With the exception of the factorymen west of Toronto the turnover from first to second hands has been fairly steady throughout, and this fact is largely accountable for the very gratifying results given here; showing the country cost and spot values in different years:

|                         | 1897         | 1896         | 1895         |
|-------------------------|--------------|--------------|--------------|
| Quantity.....           | 2,102,985    | 1,726,226    | 1,710,715    |
| Cost price per box....  | \$6.75       | \$6.75       | \$6.00       |
| Spot price per box..... | \$7.00       | \$7.00       | \$6.25       |
| Country value.....      | \$14,195,000 | \$11,625,000 | \$10,264,000 |
| Spot value.....         | \$14,720,800 | \$12,083,000 | \$10,692,000 |

There were more frequent and violent fluctuation in values at country points this season than in any previous years. Their course also proves clearly that the factorymen who held back during August, September and October gained nothing by doing so. During June and July the variation in prices was comparatively slight. This was due to the fact that the cheese was marketed as it was ready. In August, however, the speculative operators ran prices up to 10c, and bought a large quantity of that month's make around that figure. These were the dearest purchases of the year, and the chances are in favor of considerable money being lost on them. Since they were made prices have declined fully 1½c. per pound, or considerably over \$1.00 per box. These high prices realized on the August make were the stile over which factorymen stumbled. Demand slackened and prices steadily receded. The factorymen in Ontario refused to accept the situation. They held on firmly during September,

**JAS. ALEXANDER,**

---

\_\_\_\_\_**Exporter**

AND DEALER IN

**Butter, Cheese, Grain,**  
also  
**Cheese Factory Supplies.**



600 to 602 St. Paul Street,

\_\_\_\_\_**Montreal.**

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Telephone 2532.

P. O. Box 1157.

**Wm. T. Ware & Co.**

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**EXPORTERS**

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57, 59, 61 <sup>AND</sup> 63 William St., **Montreal.**

Representing Wm. WARE & SONS, New York.

and only commenced to let go in October. The result was a loss of  $\frac{1}{2}$ c. to  $\frac{3}{4}$ c. per pound, on practically all their September and a portion of the August make. East of Toronto producers have reluctantly acknowledged the force of circumstances and marketed their cheese at the decline. West of Toronto a large number of them are still carrying their fall cheese, and it remains to be seen whether they will make any money by so doing. In the Province of Quebec the factorymen did not lose nearly as much as their western confreres. They steadily accepted the ruling prices, from week to week, and the result has been that the difference between the highest and the lowest, on eastern cheese during September and October, is much less than on western. By selling their output as it was ready for market, eastern factorymen saved from  $\frac{1}{4}$ c. to  $\frac{1}{2}$ c. per pound. The appended table makes this apparent at a glance:—

|             | 1897.    |                  | 1896.           |                  | 1895.           |                 | 1894.           |                  |                  |
|-------------|----------|------------------|-----------------|------------------|-----------------|-----------------|-----------------|------------------|------------------|
|             | High.    | Low.             | High.           | Low.             | High.           | Low.            | High.           | Low.             |                  |
|             | c.       | c.               | c.              | c.               | c.              | c.              | c.              | c.               |                  |
| May .....   | { West   | 10               | 8 $\frac{1}{4}$ | 7 $\frac{3}{4}$  | 6 $\frac{1}{4}$ | 7 $\frac{1}{4}$ | 6 $\frac{1}{4}$ | 10 $\frac{3}{4}$ | 9 $\frac{3}{4}$  |
|             | { East.. | 8 $\frac{1}{2}$  | 8               | 7 $\frac{1}{2}$  | 6               | 7               | 6               | 10 $\frac{1}{4}$ | 9 $\frac{1}{2}$  |
| June.....   | { West   | 8 $\frac{3}{4}$  | 8               | 7 $\frac{3}{4}$  | 6 $\frac{1}{4}$ | 8 $\frac{3}{4}$ | 7 $\frac{1}{4}$ | 9 $\frac{1}{4}$  | 8 $\frac{3}{4}$  |
|             | { East.. | 8 $\frac{3}{8}$  | 7 $\frac{3}{4}$ | 7 $\frac{1}{4}$  | 6 $\frac{3}{8}$ | 8 $\frac{1}{2}$ | 7               | 9                | 9 $\frac{1}{8}$  |
| July.....   | { West   | 8 $\frac{1}{4}$  | 7 $\frac{3}{4}$ | 7                | 6 $\frac{3}{4}$ | 8 $\frac{3}{4}$ | 7 $\frac{3}{4}$ | 9 $\frac{1}{2}$  | 9                |
|             | { East.. | 7 $\frac{3}{4}$  | 7 $\frac{3}{8}$ | 6 $\frac{3}{4}$  | 6 $\frac{1}{2}$ | 8 $\frac{1}{4}$ | 7 $\frac{1}{4}$ | 9 $\frac{1}{4}$  | 8 $\frac{3}{8}$  |
| August....  | { West   | 10 $\frac{1}{2}$ | 8 $\frac{1}{2}$ | 8 $\frac{1}{2}$  | 7 $\frac{1}{4}$ | 8 $\frac{3}{4}$ | 7 $\frac{3}{4}$ | 10 $\frac{3}{4}$ | 9 $\frac{3}{4}$  |
|             | { East.. | 9 $\frac{1}{2}$  | 7 $\frac{3}{4}$ | 8 $\frac{1}{4}$  | 7               | 8 $\frac{1}{4}$ | 7 $\frac{1}{4}$ | 10 $\frac{1}{8}$ | 9                |
| September.  | { West   | 9 $\frac{3}{4}$  | 9               | 9 $\frac{3}{4}$  | 8 $\frac{3}{4}$ | 8 $\frac{1}{4}$ | 7 $\frac{1}{2}$ | 11 $\frac{3}{4}$ | 10 $\frac{1}{2}$ |
|             | { East.. | 9 $\frac{1}{2}$  | 9 $\frac{1}{8}$ | 9 $\frac{1}{2}$  | 8 $\frac{1}{2}$ | 8               | 7 $\frac{1}{4}$ | 11 $\frac{1}{8}$ | 10 $\frac{1}{4}$ |
| October.... | { West   | 9 $\frac{3}{4}$  | 8 $\frac{1}{2}$ | 10 $\frac{3}{4}$ | 10              | 9 $\frac{1}{4}$ | 7 $\frac{3}{4}$ | 10 $\frac{3}{4}$ | 9 $\frac{3}{4}$  |
|             | { East.. | 9                | 7 $\frac{1}{4}$ | 10 $\frac{1}{4}$ | 9 $\frac{3}{8}$ | 9               | 7 $\frac{1}{2}$ | 10 $\frac{1}{8}$ | 9 $\frac{1}{2}$  |
| November..  | { West   | 8 $\frac{1}{2}$  | 8 $\frac{1}{4}$ | 10               | 9 $\frac{1}{2}$ | 9 $\frac{1}{4}$ | 7 $\frac{3}{4}$ | 10 $\frac{3}{4}$ | 9 $\frac{3}{4}$  |
|             | { East.. | 8                | 7 $\frac{3}{8}$ | 9 $\frac{1}{4}$  | 9 $\frac{1}{4}$ | 9               | 7 $\frac{1}{2}$ | 10 $\frac{1}{8}$ | 9 $\frac{1}{2}$  |

P. W. McLAGAN

EXPORTER

CHEESE, BUTTER,

EGGS.

12 St. Peter Street,

MONTREAL.

---

Robert Hampson & Son

Marine  
and  
Fire .. .. **I**nsurance

MONTREAL.

Cable Address, BROOMFIELD.

A comparison of the public Liverpool cable fluctuations this year with last makes it evident that if prices ruled higher on this side during the past summer, they were also materially higher in Great Britain. Throughout the entire season, until the month of October, the ruling prices in Liverpool were all the way from 1s. to 7s. 6d. above those for the corresponding period in 1896. In the month of July the difference was as great as 7s. 6d. per cwt. After that month the prices of the two years commenced to work together. In August the effect of the enormous shipments exerted a marked depressing influence, for during that month the difference between the highest for the two years was only 2s. 6d. and in September it had fallen to 1s. In October the landslide began, and before the close of that month the position of the two years was radically reversed. Instead of prices being above those of 1896, they had fallen in the month 6s. 6d. below them, and at present they are 8s. below the corresponding figure for the month of November, 1896. With this slump of over 1c. per pound in the market of consumption, the wonder is, not that exporters shaded their bids, but that they did not modify them even more. The following table shows the fluctuations in Liverpool values in four years :—

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

The belief held by some people that the export cheese trade is eventually destined to pass out of the control of the exporters here on account of the middlemen's profits will be disappointed with the conditions this season. It is true that the through business was greater than last season, but only in proportion to the general increase in the trade, both through and local. The standing of

IT COSTS NOTHING EXTRA TO USE

# WINDSOR .. SALT ..

ABSOLUTELY THE BEST FOR

## BUTTER <sup>AND</sup> CHEESE

Where Used The Best Results Follow.

TO BE HAD FROM ALL DEALERS IN DAIRY SUPPLIES.

Telephone 1263.

ESTABLISHED 1880.

P. O. Box 2321.

ALEXANDER W. GRANT,

33 TO 37 WILLIAM STREET, - - MONTREAL

Exporter of



## Butter <sup>AND</sup> Cheese..

AND AT

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

the different firms here as regards the quantity of goods handled is practically the same as last year. Nearly all of them have done an increased business this year, as the following will show :

|                               | 1897.     | 1896.     | 1895.     | 1894.     |
|-------------------------------|-----------|-----------|-----------|-----------|
|                               | Boxes.    | Boxes.    | Boxes.    | Boxes.    |
| A. A. Ayer & Co.....          | 282,222   | 256,778   | 202,111   | 283,052   |
| Hodgson Bros.....             | 235,611   | 202,903   | 228,600   | 181,684   |
| Alex. W. Grant.....           | 212,768   | 172,002   | 166,786   | 152,942   |
| J. C. & G. D. Warrington..... | 162,603   | 112,942   | 146,558   | 184,996   |
| W. T. Ware & Co.....          | 147,520   | 171,852   | 142,037   | 150,243   |
| Jas. Alexander.....           | 106,330   | 90,805    | 64,403    | 64,015    |
| D. A. McPherson & Co.....     | 101,518   | 46,103    | 63,712    | 81,748    |
| Co-Operative Company.....     | 78,075    | 66,354    | 51,900    | .....     |
| P. W. McLagan.....            | 62,390    | 57,291    | 60,834    | 49,919    |
| Duckett, Hodge & Co.....      | 48,443    | 43,426    | 52,964    | 66,167    |
| M. T. Farrell.....            | 31,461    | 12,241    | .....     | .....     |
| A. J. Brice.....              | 26,285    | 36,461    | 43,080    | 27,721    |
| C. W. Cluff.....              | 22,301    | .....     | .....     | .....     |
| Kirkpatrick & Cookson.....    | 21,341    | 27,776    | 29,814    | 35,826    |
| F. Fowler.....                | 28,191    | .....     | .....     | .....     |
| Yost & Co.....                | 16,764    | .....     | .....     | .....     |
| Wm. Nivin.....                | 10,849    | 8,040     | 6,974     | 14,032    |
| G. Wait.....                  | 1,953     | 884       | .....     | .....     |
| A. C. Froemcke.....           | 4,747     | .....     | .....     | .....     |
| Sundry.....                   | 50,373    | 144,185   | 70,453    | 72,900    |
|                               | 1,648,631 | 1,413,512 | 1,330,226 | 1,366,235 |

There has been an increase of over 100,000 boxes in the through business this year compared with last. As in former seasons the Grand Trunk Railway carried most of the through consignments, but the Canadian Pacific has pulled up materially also. The through shipments were as follows :—

|                               | 1897.     | 1896.     | 1895.     | 1894.     |
|-------------------------------|-----------|-----------|-----------|-----------|
|                               | Boxes.    | Boxes.    | Boxes.    | Boxes.    |
| Grand Trunk Railway.....      | 345,741   | 211,740   | 270,115   | 214,749   |
| Canadian Pacific Railway..... | 104,921   | 99,125    | 106,893   | 99,552    |
| H. & A. Allan.....            | 1,733     | 832       | 912       | 609       |
| R. Reford & Co.....           | 970       | .....     | .....     | .....     |
| D. Torrance & Co.....         | 806       | 950       | 2,083     | 1,482     |
| Elder, Dempster & Co.....     | 183       | 58        | .....     | .....     |
| Sundry.....                   | .....     | .....     | 527       | 85        |
|                               | 454,354   | 312,714   | 380,530   | 346,480   |
| Local shipments.....          | 1,648,631 | 1,413,512 | 1,330,226 | 1,366,235 |
| Grand total.....              | 2,102,985 | 1,726,226 | 1,710,756 | 1,712,715 |

CABLE ADDRESS: MIRADOR.

# M. J. FARREL,

## — Exporter —

### DAIRY PRODUCTS AND PROVISIONS.



517 Board of Trade Building,  
Montreal.

Tel. 2321.

310 Produce Exchange,  
New York,

Henry Webb. Tel. 1295 Broad

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## CO-OPERATIVE WHOLESALE SOCIETY, Ltd.

### PRODUCE, PROVISION, WHEAT AND LEATHER EXPORTERS

CENTRAL OFFICES:

1 BALLOON STREET,  
MANCHESTER.

36 ST. PETER STREET,  
MONTREAL.

A. C. WIELAND, REPRESENTATIVE.

BRANCHES AND BUYING DEPOTS:

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

PRODUCTIVE WORKS:

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

ESTABLISHED 1864.

|                                                |       |              |
|------------------------------------------------|-------|--------------|
| Share Capital, Loans and Reserves, June, 1897, | -     | £2,426,671.  |
| Sales for year ending June, 1897,              | - - - | £11,469,818. |
| Total Number of Employees,                     | - - - | 7,148.       |

London again was our best customer for cheese, the exportation to that port increasing about 100,000 boxes. Bristol maintained its position in second place and Liverpool third, there being a substantial increase in the case of each. Glasgow was a better market in proportion than last year, while new markets that are rapidly becoming important to Canadian producers are Newcastle, Leith, Aberdeen and Belfast. The standing was as follows :—

|                 | 1897.     | 1896.     | 1895.     | 1894.     |
|-----------------|-----------|-----------|-----------|-----------|
|                 | Boxes.    | Boxes.    | Boxes.    | Boxes.    |
| London.....     | 850,846   | 757,745   | 661,055   | 661,664   |
| Bristol.....    | 546,689   | 437,735   | 338,901   | 536,925   |
| Liverpool.....  | 417,175   | 392,103   | 546,258   | 379,798   |
| Glasgow.....    | 142,223   | 99,032    | 107,102   | 99,124    |
| Newcastle.....  | 57,451    | 7,903     | } 24,211  | .....     |
| Leith.....      | 37,834    | 9,825     |           | .....     |
| Aberdeen.....   | 12,777    | 1,610     | 13,098    | .....     |
| Belfast.....    | 12,375    | 15,263    | 15,850    | 7,627     |
| Manchester..... | 7,611     | 2,326     | .....     | .....     |
| Hull.....       | 4,355     | .....     | .....     | .....     |
| Cardiff.....    | 4,136     | .....     | .....     | .....     |
| Dundee.....     | 4,012     | 2,084     | 4,281     | 7,577     |
| Dublin.....     | 404       | .....     | .....     | .....     |
|                 | 2,102,985 | 1,726,726 | 1,710,756 | 1,712,715 |

The Elder-Dempster Line has not only retained its position as the largest carrier of cheese, but has materially increased its business. The Allan Line continues in second place, and the Thomson is third, as in 1896. The business of the different companies was as follows :—

|                          | 1897.     | 1896.     | 1895.     | 1894.     |
|--------------------------|-----------|-----------|-----------|-----------|
|                          | Boxes.    | Boxes.    | Boxes.    | Boxes.    |
| Elder-Dempster Line..... | 752,902   | 636,616   | 571,195   | .....     |
| Allan Line.....          | 577,541   | 548,312   | 538,898   | 613,405   |
| Thomson Line.....        | 381,320   | 205,347   | 216,791   | 260,744   |
| Dominion Line.....       | 133,133   | 152,029   | 171,036   | 457,852   |
| Donaldson Line.....      | 92,744    | 33,681    | 64,858    | 232,818   |
| Johnston Line.....       | 80,782    | 61,519    | 118,621   | 53,729    |
| Beaver Line.....         | 65,597    | 69,738    | 66,931    | 70,911    |
| Head Line.....           | 12,127    | 14,449    | 12,850    | 5,193     |
| Sundry lines.....        | 16,624    | 5,525     | 9,576     | 9,063     |
|                          | 2,102,985 | 1,726,726 | 1,710,756 | 1,712,715 |

ALFRED J. BRICE

Butter <sup>AND</sup>

Cheese

Exporter

12 ST. PETER STREET,  
MONTREAL.

---

**Frederick Fowler**

BUTTER <sup>AND</sup>

CHEESE

EXPORTER,

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604 ST. PAUL ST.,  
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Cable Address, "AFFABILIS."

**Yost & Company**

EXPORTERS OF

**CHEESE**

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PRODUCE COMMISSION MERCHANT

61 William Street,  
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Special attention given to all Consignments of  
Butter and Cheese.

Cold Storage of the most approved system in  
connection with warehouse.

The export butter business has been in a certain sense a disappointment this year. During the earlier portion of the season the expansion in the volume of exports, especially during July, August and September, gave promise that this year as in the previous one, the foreign trade in butter would be again doubled. But this much desired result has not been attained, the expansion in exports amounting only to 62,000 odd packages, as compared with an increase last year of \$87,600. Still there is room for satisfaction with conditions as they are, for a return of two million and a half dollars is not to be despised, considering that it means an increase of \$650,000 in the butter producer's revenue this year, and \$2,340,000 in two years. The interruption to the demand for butter was experienced as in the case of cheese about the middle of September, and since that time the market has dragged along and values steadily receded. The recent and current depression, however, does not alter the fact that the season, as a whole, has been more profitable to the producer than 1896, for the average price on the basis of 70 pounds to the package has been 25c better. That is to say, instead of \$12 per tub as in the previous year, factorymen have realized \$12.25. This difference on the aggregate exports means \$53,000, which is not to be despised. To lay the butter down in Montreal means an additional 25c, so that the average spot price approximately was \$12.50, or in other words the export business in butter this year represented an outlay of capital amounting to \$2,600,000 not counting the exporters' profits, shipping charges, or ocean transportation. This is quite a respectable business, but in comparison with the \$25,000,000 annually that Great Britain imports, it is a bagatelle, and the Canadian butter makers should not rest satisfied, until they secure a larger share of this immense trade. In detail the returns to the creamerymen and the cost of the butter in Montreal in four years were as follows:—

|                         |             |             |           |           |
|-------------------------|-------------|-------------|-----------|-----------|
| Quantity .....          | 220,200     | 157,321     | 69,664    | 32,055    |
| Cost price per tub..... | \$12.25     | \$12.00     | \$12.25   | \$12.00   |
| Spot price per tub..... | \$12.50     | \$12.25     | \$12.50   | \$12.25   |
| Country value.....      | \$2,697,400 | \$1,890,000 | \$853,384 | \$384,780 |
| Spot value .....        | \$3,752,500 | \$1,928,000 | \$870,800 | \$392,790 |

A comparison of the fluctuation in butter prices during four years shows that the variation in values during that period has not at any time been of a very radical nature. This year, for instance, prices were 25c per package above last year. In 1895

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## BUTTER and CHEESE

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Board of Trade Building, - - - MONTREAL.

CANADIAN MANAGERS FOR

Indemnity Mutual Marine Ass. Co., of London.

Mannheim Insurance Co., of Mannheim.

Baden Marine Ins. Co., of Mannheim.

the average price was about the same as the present season, while the season of 1894 was identical with that of 1896. Until the beginning of October prices this year were all the way from  $\frac{1}{2}c$  to  $1\frac{1}{2}c$  per pound above the corresponding figures in 1896. With the slump in cheese, came one in butter, and at the end of October they had fallen  $1\frac{1}{2}c$  below those of 1896, and at present they are  $2c$  below where they were at this time last year. This is possibly the greatest decline in such a short period that the history of the trade can record. At present the market is stationary, but with a distinctly heavy tendency. The highest and lowest by months during four years was as follows:—

|                 | 1897.            |                  | 1896.            |                  | 1895.            |                  | 1894.            |                  |
|-----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
|                 | High.            | Low.             | High.            | Low.             | High.            | Low.             | High.            | Low.             |
|                 | c.               |
| May .....       | 16 $\frac{1}{2}$ | 15 $\frac{1}{2}$ | 16               | 14 $\frac{1}{2}$ | 16               | 14               | 24               | 18               |
| June .....      | 17 $\frac{1}{2}$ | 16 $\frac{1}{2}$ | 16 $\frac{1}{2}$ | 16               | 15 $\frac{1}{2}$ | 14               | 20               | 18               |
| July .....      | 17 $\frac{1}{2}$ | 17 $\frac{1}{4}$ | 17               | 16               | 18               | 15 $\frac{1}{2}$ | 20               | 18 $\frac{1}{2}$ |
| August .....    | 20 $\frac{1}{2}$ | 17 $\frac{1}{4}$ | 19               | 16 $\frac{1}{2}$ | 18               | 17 $\frac{1}{4}$ | 19               | 18 $\frac{1}{2}$ |
| September ..... | 20               | 19               | 19               | 18               | 18               | 17               | 20 $\frac{1}{2}$ | 18 $\frac{1}{2}$ |
| October .....   | 19               | 18 $\frac{1}{2}$ | 20               | 19               | 23               | 18               | 21               | 20 $\frac{1}{2}$ |
| November .....  | 18 $\frac{1}{2}$ | 18               | 20               | 19               | 24               | 22               | 20 $\frac{1}{2}$ | 20 $\frac{1}{2}$ |

Ayer & Co. again head the list in the volume of business transacted in butter, but their actual export turnover was less than last year. Despite this fact they are still far in the lead of any other firm in this department of the dairy trade. Hodgson Bros. take second, the position occupied by A. J. Brice last year, and the latter falls back to third. The figures in detail are:—

|                                | 1897.<br>Pkgs. | 1896.<br>Pkgs. | 1895.<br>Pkgs. | 1894.<br>Pkgs. |
|--------------------------------|----------------|----------------|----------------|----------------|
| A. A. Ayer & Co. ....          | 48,002         | 65,518         | 33,204         | 12,474         |
| Hodgson Bros. ....             | 19,900         | 5,621          | 1,570          | 109            |
| A. J. Brice .....              | 9,816          | 14,561         | 9,841          | 4,578          |
| Wm. Nivin .....                | 8,818          | 12,330         | 7,206          | 3,719          |
| A. W. Grant .....              | 4,350          | 6,320          | 4,727          | 852            |
| Jas. Alexander .....           | 4,142          | 1,896          | 1,324          | 252            |
| P. W. McLagan .....            | 4,108          | 6,255          | 1,693          | 259            |
| D. A. McPherson & Co. ....     | 3,593          | 2,976          | 53             | 950            |
| J. C. & G. D. Warrington ..... | 3,078          | 500            | .....          | .....          |
| G. Wait .....                  | 6,862          | 2,832          | .....          | .....          |
| Duckett, Hodge & Co. ....      | 1,940          | 1,368          | 763            | 400            |
| W. T. Ware & Co. ....          | 1,848          | 1,097          | .....          | .....          |
| Kirkpatrick & Cookson .....    | 1,094          | 2,019          | 435            | 67             |
| Co-operative Co. ....          | 628            | 75             | 30             | .....          |
| E. Fowler .....                | 607            | .....          | .....          | .....          |
| A. C. Froemcke .....           | 482            | .....          | .....          | .....          |
| M. T. Farrel .....             | 401            | .....          | .....          | .....          |
| Yost & Co. ....                | 220            | .....          | .....          | .....          |
| Sundry .....                   | 29,130         | 13,777         | 3,008          | 2,501          |
|                                | 135,003        | 134,313        | 63,853         | 26,152         |

# THE GREAT NORTH-WESTERN TELEGRAPH CO.

EXECUTIVE OFFICERS:

H. P. DWIGHT, President and General Manager.

GEO. D. PERRY, Secretary and Auditor.

ARTHUR COX, Treasurer and Supt. of Supplies.

The Largest and Most Complete System in Canada.

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



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System in Existence.

*800,000 MILES OF WIRE. 21,000 OFFICES.*

—AND—

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

The through shipments were as follows, and the Grand Trunk has taken first place this season, the position occupied by its rival, the Canadian Pacific, as a butter carrier, last year :—

|                                    | 1897.   | 1896.   | 1895.  | 1894.  |
|------------------------------------|---------|---------|--------|--------|
|                                    | Pkgs.   | Pkgs.   | Pkgs.  | Pkgs.  |
| Grand Trunk Railway . . . . .      | 47,890  | 10,370  | 2,089  | 4,859  |
| Canadian Pacific Railway . . . . . | 33,804  | 11,121  | 3,722  | 1,954  |
| D. Torrance . . . . .              | 1,502   | 1,434   | .....  | .....  |
| Elder, Dempster & Co. . . . .      | 1,227   | 83      | .....  | .....  |
| R. Reford & Co. . . . .            | 525     | .....   | .....  | .....  |
| H. & A. Allan . . . . .            | 211     | .....   | .....  | .....  |
| Total . . . . .                    | 85,159  | 23,008  | 5,811  | 5,913  |
| Local shipments . . . . .          | 135,003 | 134,313 | 63,853 | 26,152 |
| Grand total . . . . .              | 220,252 | 157,321 | 69,654 | 32,065 |

Bristol is again our best butter customer, while London has ousted Liverpool from second place. In fact, the northern market seems to be losing its grip not only on butter, but on cheese as well. The increases this season, both in the case of Bristol and London have been particularly noticeable, as the figures will show :—

|                      | 1897    | 1896    | 1895   | 1894   |
|----------------------|---------|---------|--------|--------|
|                      | Pkgs.   | Pkgs.   | Pkgs.  | Pkgs.  |
| Bristol . . . . .    | 116,397 | 104,981 | 45,815 | 24,873 |
| London . . . . .     | 53,684  | 16,776  | 3,129  | 995    |
| Liverpool . . . . .  | 30,749  | 17,112  | 9,277  | 2,252  |
| Glasgow . . . . .    | 16,821  | 17,571  | 10,827 | 3,562  |
| Hamburg . . . . .    | 1,007   | .....   | .....  | .....  |
| Newcastle . . . . .  | 565     | 87      | .....  | .....  |
| Aberdeen . . . . .   | 539     | 646     | 496    | 383    |
| Leith . . . . .      | 425     | 78      | .....  | .....  |
| Dublin . . . . .     | 42      | .....   | 120    | .....  |
| Manchester . . . . . | 13      | 70      | .....  | .....  |
|                      | 220,252 | 157,321 | 69,664 | 32,065 |

The Elder-Dempster Line, which supplied the Bristol service, naturally tops the list. The cold storage facilities provided by this route had a good deal to do with the increased business :—

|                          | 1897    | 1896    | 1895   | 1894   |
|--------------------------|---------|---------|--------|--------|
|                          | Pkgs.   | Pkgs.   | Pkgs.  | Pkgs.  |
| Elder-Dempster Line..... | 116,397 | 100,407 | 45,815 | .....  |
| Thomson Line.....        | 43,025  | 987     | 311    | 533    |
| Allan Line.....          | 30,507  | 33,942  | 19,594 | 4,209  |
| Dominion Line.....       | 15,878  | 11,511  | 209    | 9,426  |
| Donaldson Line.....      | 7,234   | 8,493   | 2,261  | 17,082 |
| Beaver Line.....         | 126     | 722     | 733    | 227    |
| Sundry lines.....        | 1,085   | 1,259   | 681    | 528    |
|                          | 220,252 | 157,321 | 69,664 | 32,055 |

The exports of cheese and butter in 23 years were :—

|           | Cheese bxs. | Butter pkgs. |
|-----------|-------------|--------------|
| 1897..... | 2,102,085   | 220,252      |
| 1896..... | 1,726,226   | 157,321      |
| 1895..... | 1,716,007   | 69,664       |
| 1894..... | 1,726,058   | 32,137       |
| 1893..... | 1,682,946   | 76,914       |
| 1892..... | 1,608,353   | 103,139      |
| 1891..... | 1,352,670   | 81,801       |
| 1890..... | 1,486,220   | 30,142       |
| 1889..... | 1,157,854   | 41,957       |
| 1888..... | 1,134,349   | 16,528       |
| 1887..... | 1,104,065   | 60,353       |
| 1886..... | 891,065     | 54,263       |
| 1885..... | 1,076,601   | 66,545       |
| 1884..... | 1,108,448   | 108,137      |
| 1883..... | 859,812     | 92,764       |
| 1882..... | 677,211     | 64,620       |
| 1881..... | 551,847     | 130,481      |
| 1880..... | 507,009     | 194,366      |
| 1879..... | 518,249     | 180,322      |
| 1878..... | 467,676     | 106,399      |
| 1877..... | 398,138     | 87,245       |
| 1876..... | 465,660     | 168,048      |
| 1875..... | 507,062     | 115,417      |

#### Annual Exports of Butter and Cheese from New York.

We append a table showing the exports of cheese and butter from New York as compiled by the New York Produce Exchange. The figures in this table cover the whole year and are in pounds, so that it will be seen that Montreal during the short period of river navigation alone exports much more dairy produce than New York. The standard Canadian cheese is 70 pounds, and reduced to pounds Montreal's exports amount to 147,208,950

pounds. At no time since the year 1881 has New York approached near this figure in her exports :

(From Reports of the New York Produce Exchange.)

| Year.     | Butter.<br>lbs. | Cheese.<br>lbs. | Year.     | Butter.<br>lbs. | Cheese.<br>lbs. |
|-----------|-----------------|-----------------|-----------|-----------------|-----------------|
| 1897..... | *18,298,950     | *45,141,330     | 1883..... | 17,612,379      | 109,485,199     |
| 1906..... | 19,113,155      | 39,011,314      | 1882..... | 7,212,934       | 105,946,726     |
| 1895..... | 10,464,752      | 38,212,327      | 1881..... | 15,859,485      | 140,856,149     |
| 1894..... | 7,608,214       | 62,956,637      | 1880..... | 29,030,908      | 129,524,180     |
| 1893..... | 5,331,611       | 59,275,787      | 1879..... | 38,464,753      | 136,665,047     |
| 1892..... | 8,970,420       | 80,536,340      | 1878..... | 26,394,717      | 145,486,910     |
| 1891..... | 11,468,545      | 70,849,871      | 1877..... | 24,249,145      | 118,355,868     |
| 1890..... | 14,042,823      | 79,735,544      | 1876..... | 14,254,615      | 106,194,063     |
| 1889..... | 13,981,917      | 77,643,238      | 1875..... | 4,250,409       | 88,385,052      |
| 1888..... | 6,264,822       | 82,677,061      | 1874..... | 4,636,662       | 93,460,269      |
| 1887..... | 8,245,545       | 80,176,258      | 1873..... | 3,587,376       | 87,477,483      |
| 1886..... | 9,057,187       | 85,959,622      | 1872..... | 4,817,937       | 67,004,553      |
| 1885..... | 11,306,985      | 91,771,106      | 1871..... | 7,153,252       | 81,540,662      |
| 1884..... | 12,883,540      | 103,958,569     |           |                 |                 |

\*1897 figures January 1st to November 20th only.

### The Stocks in Canada.

James Alexander, the well known cheese exporter, supplies us with the following estimate of stocks in Canada at this date :—

Estimate of cheese made in and shipped from Canada for season ending November 24th, 1897 :

|                                                                                 | Boxes.  | Boxes.    |
|---------------------------------------------------------------------------------|---------|-----------|
| Toronto and west, including Listowel, London, Ingersoll, Woodstock, etc.—       |         |           |
| In store.....                                                                   | 75,000  |           |
| September, October and November make, sold and unsold (unshipped).....          | 110,000 | 185,000   |
| Toronto east to Kingston—                                                       |         |           |
| In store.....                                                                   | 25,000  |           |
| September, October and November make, sold and unsold (unshipped).....          | 35,000  | 60,000    |
| Kingston east to Montreal—                                                      |         |           |
| In store.....                                                                   | 28,000  |           |
| September, October and November make, sold and unsold (unshipped).....          | 10,000  | 38,000    |
| Province of Quebec, exclusive of Montreal.....                                  | 10,000  |           |
| Stock in Montreal.....                                                          | 300,000 | 310,000   |
|                                                                                 |         | 693,000   |
| Total shipments from Montreal, May 1st to close of navigation, November 23..... |         | 2,066,970 |
| Total crop for season of 1897.....                                              |         | 2,689,970 |
| Total crop of 1896.....                                                         |         | 2,062,000 |
| Increase 1897.....                                                              |         | 627,970   |
| Increase stocks in Canada, Nov. 24, 1897, over same date 1896.....              |         | 177,000   |

I have taken every care in compiling the above estimate and hope I am as near correct as I was in 1896, when I estimated the crop at 2,046,000 boxes, now when all the returns are in I find I was only out 16,000 boxes. The quantities that appear as stored at country points are mostly held for English account, and perhaps one-half of the stocks in Montreal.

## ULSTER STEAMSHIP COMPANY, Ltd. HEAD LINE.

The following First Class Steamers are intended to continue the regular service between the undernamed ports. under contract with the Canadian Government, during the year 1898:

| TONS                 |                                                                                   | TONS                 |
|----------------------|-----------------------------------------------------------------------------------|----------------------|
| S.S. Torr Head.....  |  | S.S. Bengore Head..  |
| S.S. Ranmore Head..  |                                                                                   | S.S. Dunmore Head..  |
| S.S. Glenarm Head..  |                                                                                   | S.S. Teelin Head.... |
| S.S. Malin Head .... |                                                                                   | S.S. Glen Head.....  |
| S.S. Inishowen Head  |                                                                                   |                      |
| 3,050                |                                                                                   |                      |

IN SUMMER

Montreal and Quebec to Belfast and Dublin

IN WINTER

St. John, N. B., to Belfast and/or Dublin

For Freight and other particulars apply to

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

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

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

**McLEAN, KENNEDY & Co.,**

*Board of Trade Building, Montreal.*

TORONTO AGENCY,

**R. DAWSON HARLING,**

23 Scott Street.

## THE LIVE STOCK TRADE.

---

THE export live stock season for 1897 was concluded Nov. 23rd at daylight by the sailing of the steamship Fremona, of the Reford line, to London, with 358 cattle and 198 sheep, shipped by Messrs. Gordon & Ironside, and 69 horses by W. W. Craig. The steamship Memnon, of the Elder-Dempster Line also sailed for Bristol with 200 cattle, shipped by Messrs. Gordon & Ironside, and 52 cattle, by H. Maybee. These shipments have brought one of the most successful live stock export seasons, since 1890, to a close as regards the volume of business, but probably one of the worst, if not the worst, in the history of the trade for the shippers' pockets. It is estimated by most of the prominent exporters that the average loss during the season is fully \$6 per head, and some of them have even gone as far as to say that the above figure, if anything, is below the mark. In round figures, therefore, exporters have lost in the neighborhood of three quarters of a million dollars. This has been principally due to the fact that the engineers' strike, which was in full blast throughout most of the season, demoralized the markets, while there was a large increase in supplies on account of the jubilee celebration. These were far in excess of the requirements of the trade, and the inferior quality of stock sent forward from September to the close of the season had a further depressing effect upon values in foreign markets, and shippers were obliged to stand the consequence.

The total number of cattle shipped was 119,188 head, of which 12,171 head were United States shipped through in bond, this being one of the new features of the trade this year. These figures show an increase of 18,828 head as compared with last year. The average cost per head is placed at \$60, making a

# W. G. ELLIOTT

LIVE STOCK, SHIPPING, INSURANCE

AND COMMISSION AGENT .. . . .

REPRESENTING—

THOS. C. NELSON, Glasgow.

D. H. ELLIOTT, Liverpool and London

J. HENNESSY & SONS, Bristol.

LIVE STOCK AND MEAT SALESMEN.

—ALSO—

WM. CRUIT & Co., - - - Liverpool.

HORSE SALESMEN.

AUCTION SALES HELD WEEKLY.

DOUGLAS H. GRAND,  
MANAGER AND AUCTIONEER.

Special attention given to shipments of Cattie, Sheep and Horses. Space  
(from Montreal, St. John, N. B., Portland, Boston and New York,)  
secured, Ocean Supplies ordered, and Insurance effected, at lowest  
current rates. ....

ADDRESS . . .

43 ST. SACRAMENT ST., MONTREAL.

TELEPHONE No. 1672.

total value of \$7,151,280, and ocean freight at an average of \$10 per head is \$1,191,880, while the railway carrying charges at \$3.25 per head amounts to \$387,361.

The amount of hay used on ocean voyages during the season was 16,694 tons, at \$11.50 per ton, making a total of \$191,980, and 5,000 tons of feed at \$16 per ton, \$80,000. Fittings on ship amounted to \$208,579; insurance, \$119,188; keep at yards, \$59,594; loading fees, \$59,594, and attendants for ocean voyage \$75,000, which makes a grand total expenditure for the season of \$9,524,456, showing an increase of \$1,500,000 as compared with last year.

The number of cattle-carrying vessels that sailed from this port during the season were 304, as against 274 in 1896, 249 in 1895, 254 in 1894, 235 in 1893, and 260 in 1892.

The season here opened much higher for choice export cattle than the markets abroad warranted, the ruling price for stall fed and distillery stock being 5c to 5½c at points of shipment, which figures were fully ½c per lb. higher than was paid in 1896. This was due to some extent to the competition between American and Canadian buyers, the former being almost forced into the market on account of the scarcity and high prices prevailing for suitable shipping stock in the United States markets, and as they had the bulk of the ocean space contracted for from United States ports, the stock had to be secured at almost any cost.

Another striking feature of the trade this season has been the active demand from American buyers for stockers, and large numbers have been shipped out of the country, which will probably have considerable effect upon prices for choice stock next season. The demand for such cattle has also existed in southern Manitoba, and a leading dealer estimates that fully 15,000 head have been shipped to the States this season from that section, for which very fair prices have been paid, considering the freight and the duty charges against them. This would indicate that there must be money in feeding cattle, though these feeders have the advantage of cheap corn which they have not in Manitoba.

In regard to the Northwest export live stock trade, Mr. Robert Ironside, of Messrs. Gordon & Ironside, the king shippers

# W. W. CRAIG

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Live Stock, Shipping,  
Insurance and  
Commission Agent . .

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Board of Trade Building, - MONTREAL.

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REPRESENTING :

**T. & I. MAUGHAN & CO.**

Live Stock Salesmen,  
Newcastle-on-Tyne, London,  
Liverpool and Bristol.

These gentlemen have sold during the past season over 8,000 Canadian and American horses, 5,000 cattle and a large number of seep, giving good satisfaction. . . . .

**ROBERTON, JOHNSTON**

**& ROBERTON,**

Live Stock Salesmen, - Glasgow

These gentlemen have sold during the past season over 5,000 Canadian cattle; also a large number of horses and sheep, with good results. . . .

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For Freight, Insurance, &c., from Montreal,  
Boston, New York and other ports, address

Board of Trade Building, - - - - MONTREAL.

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**SPECIAL ATTENTION PAID TO HORSES FOR EXPORT.**

Horses sold in London by auction at the Great  
Northern Horse Repository, Islington.

References: The Bank of Toronto, 114 St. Etienne Street.

of the trade, who have handled about 40,000 head this season, says that the cattle turned out bad, as they have for the past two seasons. For several reasons, owing to the flies, rain, and long grass, they failed to fatten up well, and a great many of the farmers are to blame for the careless manner in which they finish their stock. During the past year there was an enormous number of cattle raised in the Northwest, and there would have been a very serious glut if many thousand had not been taken over into the United States for feeding purposes. In fact, if this great outlet had been closed, he believes cattle in this market would be sold for considerable less money. The shipments to the Old Country have turned out bad. The United States stock, on the other hand, turned out in good shape, and the result was that Canadians, for no other reason than their inferior quality, have been selling throughout the season at 1c to 2c per lb. below States cattle.

Mr. Ironside also stated that, although the season has been a very poor one for the shippers, he did not think it would have a tendency to restrict the raising of live stock in the Northwest in the future, as the farmers have found out they can raise and sell cattle in the United States for feeding purposes, and at the same time realize very fair profits.

In regard to prices in the London market for Canadian cattle, they opened 2c per lb. higher than the opening figure in 1896 at  $11\frac{1}{2}c$ , which was the highest point realized during the entire season, as when supplies commenced to arrive freely they broke  $1\frac{1}{2}c$  to 10c in June, and in July sold down to  $9\frac{3}{4}c$ , as against 8c to  $8\frac{1}{2}c$  in the same month last year. The tone in August was firmer, and values improved to 11c, but towards the close eased off again to  $10\frac{1}{2}c$ . September opened higher at 11, and closed 1c lower at 10c. The lowest point of the season was touched in November when Canadian cattle sold at  $9\frac{1}{2}c$ .

The Liverpool market ruled much the same as the above. The Glasgow market was probably the worst of the season on account of the boycotting which prevailed between buyers and sellers, consequently trade was very unsatisfactory, and in the months of May and June it is estimated that \$50,000 was lost by exporters.

# J. HENRY SMITH,



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The sheep exporters have shared the misfortunes of the cattle shippers, and those who have sent forward a large number state that the trade during the whole season was bad. In May prices in England opened at 12½c for choice stock and advanced to 13c, but the market did not remain long around these figures, as in July they declined to 8c, which is 4c from the top, and for the balance of the season ranged from 10c to 11c. The shipments for the season were 61,254 head, showing a decrease of 19,417 compared with 1896. The value at an average price of \$5 per head amounts to \$306,270; ocean freight on same, \$61,254, and insurance, \$15,313. This industry has fallen off over 50 per cent. since the embargo was passed on our sheep in January, 1896, as the exports for the season 1895 were 136,728 head.

Although this trade has been the most profitable one to shippers during the past season, yet the shipments show a small decrease as compared with last year. The total number exported for the season 1897 was 10,051 head, as against 10,088 in 1896, showing a decrease of 37 head, while in 1895 there were shipped 12,755 head, or 2,704 more than went forward this year. The trade throughout the summer months has been most satisfactory to those who were fortunate enough to be in it. Although they did meet with bad markets now and again, on the whole they came out ahead. W. W. Craig, who represented T. & I. Maughan & Co., of London, has shipped for his customers during the past year to the above firm 8,013 head, as against 4,152 in 1896, and 1,759 in 1895. The bulk of them went to London, with an odd shipment to Newcastle and Liverpool, and consisted chiefly of Canadian-bred stock. The steamship Fremona, which sailed this morning for London, concluded his last shipment of 69 head from this port for 1897, but the shippers will continue to export during the winter months by way of Portland, the first shipment of about 250 head going forward next week.

Mr. Craig says that the prices realized during the past season for good suitable horses averaged £20 to £36 per head, and such stock as this would cost shippers in the country from \$60 to \$110 each. Some sales of fancy driving, carriage and thoroughbred animals have been made at prices ranging from £80 to £150

M. GREEN

W. H. PRICE

# GREEN & PRICE

LIVE STOCK AGENTS,

BOARD OF TRADE BUILDING,

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REPRESENTING:

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Live Stock Salesmen,

LIVERPOOL & LONDON.

JOHN BELL,

Horse Salesman,

LIVERPOOL.

HENRY WARD,

Horse Salesman,

LONDON.

in the London market, but, of course, these figures are very rarely obtained.

The Glasgow market was very much unsettled all season and not at all profitable to shippers. W. G. Elliott, who represents W. Cruit & Co., of Liverpool, has handled about 2,600 horses during the past year, and they have all been shipped to the above firm. The prices realized in this market during the winter months averaged £20 to £30 per head, and in the summer season the average was £30 each for good horses, with some choice selling as high as £40 to £65 per head. In this market good horses have made money all through the season, but common stock has not.

The cost of handling horses from point of shipment in the country to their destination is \$35 per head, which includes ocean and railway freight, feed and insurance. Mr. Elliott has shipped besides the large number of horses mentioned above, 6,965 head of cattle, and 43,000 sheep from American and Canadian ports during the past year.

#### Expenditure for Season.

|                                                      |                     |
|------------------------------------------------------|---------------------|
| 119,188 cattle, valued at \$60 each.....             | \$ 7,151,280        |
| 61,254 sheep, valued at \$5 each.....                | 306,270             |
| Ocean freight, on cattle, at \$10 per head.....      | 1,191,880           |
| Ocean freight, on sheep, at \$1 per head.....        | 61,254              |
| Railway carriage, on cattle, at \$3.25 per head..... | 387,361             |
| 16,604 tons of hay, at \$11.50 per ton.....          | 191,980             |
| 5,000 tons of feed, at \$16.00 per ton.....          | 80,000              |
| Ship fittings on cattle, \$1.75 per head.....        | 208,579             |
| Insurance, on cattle, at \$1.00 per head.....        | 119,188             |
| Insurance, on sheep, at 25c. per head.....           | 15,313              |
| Keep at yards, on cattle, at 50c. per head.....      | 59,594              |
| Loading fees, on cattle, at 50c. per head.....       | 59,594              |
| 5,000 attendants, at \$15 each.....                  | 75,000              |
| <b>Total expenditure.....</b>                        | <b>\$ 9,907,293</b> |

The following table shows the fluctuations in prices in the London market for cattle and sheep for each month during the season 1897, according to our own private cable.

|                   | Canada Cattle. | States Cattle. | Argen. Cattle. | Canada Sheep. |
|-------------------|----------------|----------------|----------------|---------------|
| <b>May—</b>       |                |                |                |               |
| Opening .....     | 11@11½         | 11½            | 10½            | 12½           |
| Highest .....     | 11½            | 12½            | 10½            | 13            |
| Lowest .....      | 10½            | 11½            | 10             | 10½           |
| Closing .....     | 10½            | 11½            | 10             | 11½           |
| <b>June—</b>      |                |                |                |               |
| Opening .....     | 10             | 10½            | 9½             | 11½           |
| Highest .....     | 11             | 11½            | 9½             | 12            |
| Lowest .....      | 10             | 10½            | 9              | 10½           |
| Closing .....     | 11             | 11½            | 9              | 10½           |
| <b>July—</b>      |                |                |                |               |
| Opening .....     | 10½            | 10½            | 9              | 10            |
| Highest .....     | 10½            | 11             | 9½             | 10½           |
| Lowest .....      | 9½             | 10½            | 8½             | 9             |
| Closing .....     | 10             | 10½            | 8½             | 9½            |
| <b>August—</b>    |                |                |                |               |
| Opening .....     | 10             | 10½            | 9½             | 10            |
| Highest .....     | 11             | 11½            | 10             | 11½           |
| Lowest .....      | 10             | 10½            | 9½             | 10            |
| Closing .....     | 10½            | 11             | 9½             | 11½           |
| <b>September—</b> |                |                |                |               |
| Opening .....     | 11             | 11½            | 10½            | 11½           |
| Highest .....     | 11             | 12             | 10½            | 11½           |
| Lowest .....      | 10             | 11             | 10             | 10            |
| Closing .....     | 10             | 11             | 10             | 10            |
| <b>October—</b>   |                |                |                |               |
| Opening .....     | 10             | 11½            | 10             | 11            |
| Highest .....     | 10             | 11½            | 10             | 11            |
| Lowest .....      | 10             | 11             | 10             | 10 @ 10½      |
| Closing .....     | 10             | 11½            | 10             | 10½           |
| <b>November—</b>  |                |                |                |               |
| Opening .....     | 9½             | 11½            | 10             | 10            |
| Highest .....     | 10½            | 11½            | 10             | 11½           |
| Lowest .....      | 9½             | 11½            | 9½             | 11½           |
| Closing .....     | 10½            | 11½            | 10             | 11½           |

### Shipments by Months.

The following table shows the shipment of live stock from the port of Montreal to the different ports for the season 1897, with comparisons :

|                    | MAY.          |              |               |              |
|--------------------|---------------|--------------|---------------|--------------|
|                    | 1897          |              | 1896          |              |
|                    | Cattle.       | Sheep.       | Cattle.       | Sheep.       |
| Liverpool .....    | 6,832         | 1,549        | 5,722         | 3,522        |
| London .....       | 4,503         | .....        | 2,109         | .....        |
| Glasgow .....      | 3,443         | 795          | 3,313         | 1,945        |
| Bristol .....      | 1,684         | 160          | 1,139         | .....        |
| Newcastle .....    | 677           | 147          | 459           | 451          |
| Manchester .....   | 844           | 85           | 202           | .....        |
| France .....       | .....         | .....        | 1,892         | .....        |
| <b>Total .....</b> | <b>18,073</b> | <b>2,736</b> | <b>14,836</b> | <b>5,928</b> |

|                 | JUNE.   |        |         |        |
|-----------------|---------|--------|---------|--------|
|                 | 1897    |        | 1896    |        |
|                 | Cattle. | Sheep. | Cattle. | Sheep. |
| Liverpool.....  | 6,773   | 1,885  | 4,905   | .....  |
| London.....     | 5,382   | 978    | 3,798   | 68     |
| Glasgow.....    | 3,879   | 967    | 3,847   | 2,611  |
| Bristol.....    | 1,667   | .....  | 961     | 45     |
| Newcastle.....  | 884     | .....  | 239     | 424    |
| Manchester..... | 353     | .....  | .....   | .....  |
| France.....     | .....   | .....  | 377     | .....  |
| Total.....      | 18,938  | 3,830  | 14,127  | 3,148  |

|                 | JULY.   |        |         |        |
|-----------------|---------|--------|---------|--------|
|                 | 1897    |        | 1896    |        |
|                 | Cattle. | Sheep. | Cattle. | Sheep. |
| Liverpool.....  | 7,481   | 3,481  | 6,585   | 1,112  |
| London.....     | 4,462   | 6,539  | 4,596   | 5,811  |
| Glasgow.....    | 3,970   | 3,286  | 3,654   | 2,106  |
| Bristol.....    | 1,678   | 265    | 900     | 540    |
| Newcastle.....  | 898     | 552    | 463     | .....  |
| Manchester..... | 1,142   | 1,613  | .....   | .....  |
| France.....     | .....   | .....  | 360     | .....  |
| Total.....      | 19,631  | 15,636 | 16,558  | 9,569  |

|                 | AUGUST  |        |         |        |
|-----------------|---------|--------|---------|--------|
|                 | 1897    |        | 1896    |        |
|                 | Cattle. | Sheep. | Cattle. | Sheep. |
| Liverpool.....  | 6,641   | 1,057  | 7,669   | 4,634  |
| London.....     | 4,630   | 4,440  | 5,598   | 8,827  |
| Glasgow.....    | 3,987   | 1,125  | 3,133   | 4,228  |
| Bristol.....    | 1,376   | .....  | 1,472   | 1,979  |
| Newcastle.....  | 1,018   | 194    | 506     | 609    |
| Manchester..... | 714     | .....  | 348     | 378    |
| France.....     | .....   | .....  | 587     | 1,125  |
| Cardiff.....    | 163     | .....  | .....   | .....  |
| Total.....      | 18,529  | 6,816  | 19,313  | 22,780 |

|                 | SEPTEMBER |        |         |        |
|-----------------|-----------|--------|---------|--------|
|                 | 1897      |        | 1896    |        |
|                 | Cattle.   | Sheep. | Cattle. | Sheep. |
| Liverpool.....  | 6,816     | 1,053  | 4,909   | 4,504  |
| London.....     | 3,581     | 9,934  | 2,227   | 10,640 |
| Glasgow.....    | 3,585     | 1,277  | 3,710   | 642    |
| Bristol.....    | 1,152     | 352    | 1,424   | 365    |
| Newcastle.....  | 740       | 294    | 473     | 337    |
| Manchester..... | 191       | 319    | 510     | 325    |
| France.....     | .....     | .....  | 240     | 1,260  |
| Cardiff.....    | 155       | 76     | .....   | .....  |
| Total.....      | 16,220    | 13,305 | 13,569  | 18,073 |

|                 | OCTOBER |        |         |        |
|-----------------|---------|--------|---------|--------|
|                 | 1897    |        | 1896    |        |
|                 | Cattle. | Sheep. | Cattle. | Sheep. |
| Liverpool.....  | 7,653   | 3,370  | 5,000   | 3,207  |
| London.....     | 3,916   | 7,515  | 3,040   | 7,547  |
| Glasgow.....    | 2,879   | 1,375  | 3,139   | 1,631  |
| Bristol.....    | 1,516   | 145    | 1,399   | 613    |
| Newcastle.....  | 361     | .....  | 313     | 304    |
| Manchester..... | 241     | .....  | .....   | .....  |
| France.....     | .....   | .....  | 370     | 921    |
| Cardiff.....    | 154     | .....  | .....   | .....  |
| Total.....      | 16,720  | 12,405 | 13,261  | 14,223 |

|                 | NOVEMBER. |        |         |        |
|-----------------|-----------|--------|---------|--------|
|                 | 1897      |        | 1896    |        |
|                 | Cattle.   | Sheep. | Cattle. | Sheep. |
| Liverpool.....  | 5,318     | 2,846  | 2,166   | 1,177  |
| London.....     | 2,069     | 2,454  | 3,516   | 4,593  |
| Glasgow.....    | 2,581     | 1,126  | 2,245   | 689    |
| Bristol.....    | 793       | .....  | 730     | 491    |
| Newcastle.....  | 262       | .....  | .....   | .....  |
| Manchester..... | 114       | .....  | .....   | .....  |
| France.....     | .....     | .....  | .....   | .....  |
| Total.....      | 11,077    | 6,426  | 8,566   | 6,960  |

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

|                          | Liverpool. | London. | Glasgow. | Bristol. | Newcastle. | Manchester. |
|--------------------------|------------|---------|----------|----------|------------|-------------|
| Gordon & Ironside.....   | 18,492     | 12,422  | 572      | 3,636    | .....      | 714         |
| Brown & Snell.....       | 648        | 1,278   | 3,049    | .....    | 2,037      | 89          |
| Alex. McIntosh.....      | 3,561      | 760     | 1,513    | 1,149    | 97         | .....       |
| James Eakins.....        | 415        | 385     | 5,119    | .....    | 2,078      | 40          |
| Gilchrist & Munroe.....  | 2,711      | 1,439   | 2,117    | .....    | .....      | 25          |
| W. Leveque.....          | 2,094      | 1,621   | 393      | 1,235    | .....      | 685         |
| J. Lunnis.....           | 629        | 869     | 1,310    | 82       | .....      | .....       |
| Price & Green.....       | 2,226      | 471     | 21       | .....    | .....      | 83          |
| Williams & Hall.....     | 348        | 174     | .....    | 1,238    | .....      | 274         |
| R. Bickerdike.....       | 814        | 806     | 400      | 226      | .....      | 130         |
| J. & C. Coughlin.....    | 437        | .....   | 1,200    | 724      | .....      | .....       |
| John Dunn.....           | 1,540      | 1,482   | .....    | .....    | .....      | .....       |
| W. H. Dean.....          | 687        | 352     | .....    | .....    | .....      | 911         |
| P. R. Duff.....          | .....      | 67      | 936      | .....    | .....      | .....       |
| W. G. Elliott.....       | 150        | .....   | 3,702    | .....    | .....      | .....       |
| J. Gould.....            | 17         | 1,757   | .....    | 50       | .....      | .....       |
| H. Mullins.....          | 1,498      | 63      | 73       | 37       | .....      | 343         |
| J. Sheridan.....         | 780        | 268     | 486      | 99       | .....      | 90          |
| J. Scott.....            | 148        | 738     | .....    | 961      | .....      | .....       |
| Small shippers.....      | 1,695      | 1,317   | 1,708    | 71       | 95         | 102         |
| Morris & Swift.....      | 750        | .....   | .....    | .....    | .....      | .....       |
| N. Morris.....           | 900        | 150     | .....    | .....    | .....      | .....       |
| Armour & Co.....         | .....      | .....   | 505      | .....    | .....      | .....       |
| Hon. M. H. Cochrane..... | 500        | 251     | .....    | .....    | .....      | .....       |

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

|                          | Liverpool. | London. | Glasgow. | Bristol. | Newcastle. | Manchester |
|--------------------------|------------|---------|----------|----------|------------|------------|
| John Dunn.....           | 1,247      | 10,584  |          |          |            |            |
| Brown & Snell .....      |            | 6,415   | 1,430    |          | 852        | 93         |
| Gordon & Ironside .....  | 4,205      | 3,152   | 735      | 512      |            | 111        |
| W. H. Price .....        | 1,795      | 2,912   | 680      |          |            | 465        |
| J. & C. Coughlin.....    | 134        | 4,365   |          |          |            |            |
| Alex. McIntosh .....     | 678        | 1,617   | 1,772    |          |            |            |
| W. G. Elliott .....      | 450        | 500     | 1,941    |          |            |            |
| J. W. Elliott .....      | 2,491      |         |          |          |            |            |
| C. L. Chute .....        | 715        | 862     |          |          |            |            |
| W. H. Dean .....         |            |         |          |          |            | 1,441      |
| P. R. Duff .....         |            |         | 1,543    |          |            |            |
| Gilchrist & Munroe ..... | 206        | 349     | 633      |          |            |            |
| D. McDonald.....         | 1,184      |         |          |          |            |            |
| W. Leveque .....         |            | 771     |          |          |            |            |
| W. Roberts .....         | 149        | 442     |          |          |            |            |
| J. Sheridan .....        | 453        |         |          |          |            |            |
| Williams & Hall .....    |            |         |          | 410      |            |            |
| R. Biekerdike .....      |            | 250     |          |          |            |            |
| J. Eakins .....          |            |         |          |          | 254        |            |
| J. K. Kydd .....         |            | 150     |          |          |            |            |
| J. Lunnis .....          |            |         | 154      |          |            |            |
| Oberly .....             | 142        |         |          |          |            |            |
| W. H. Reed .....         | 120        |         | 63       |          |            |            |
| E. Smith .....           |            | 150     |          |          |            |            |

The leading shippers of the season were Messrs. Gordon & Ironside, with a total of 35,836 cattle, showing an increase of 8,779 compared with 1896. James Eakins comes second, with 8,037 head, which shows a decrease of 1,714 head from a year ago. Brown & Snell come third, with a total of 7,101, an increase of 1,425 head with 1896, and Alex. McIntosh is a good fourth, with 7,080 head, an increase of 598 as compared with last season's figures.

## COUGHLIN & LUDINGTON,

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Representing:

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EDWARD WATSON & RITCHIE, Glasgow.  
J. HENNESSEY & SONS, Bristol.

LIVE STOCK SALESMEN.

The following is as correct a list of the shippers as it is possible to obtain in the absence of any official records:—

|                           | Cattle. | Sheep. |
|---------------------------|---------|--------|
| Gordon & Ironside .....   | 35,836  | 8,715  |
| James Eakins .....        | 8,464   | 234    |
| Brown & Snell .....       | 7,101   | 8,893  |
| A. McIntosh .....         | 7,080   | 4,067  |
| Gilchrist & Munroe .....  | 6,292   | 1,188  |
| W. Leveque .....          | 6,029   | 771    |
| Green & Price .....       | 2,701   | 5,862  |
| Williams & Hall .....     | 2,034   | 410    |
| R. Bickerdike .....       | 2,466   | 250    |
| J. & C. Coughlin .....    | 2,361   | 4,499  |
| John Dunn .....           | 3,022   | 11,831 |
| W. H. Dean .....          | 1,950   | 1,441  |
| P. R. Duff .....          | 1,003   | 1,543  |
| W. G. Elliott .....       | 3,852   | 2,801  |
| J. Gould .....            | 1,824   | .....  |
| H. Mullins .....          | 2,014   | .....  |
| J. Sheridan .....         | 1,753   | 453    |
| J. Scott .....            | 1,849   | .....  |
| Small Shippers .....      | 4,988   | 674    |
| Morris & Swift .....      | 750     | .....  |
| W. Morris .....           | 1,050   | .....  |
| Armour & Co. ....         | 505     | .....  |
| Hon. M. H. Cochrane ..... | 751     | .....  |
| G. Armstrong .....        | 103     | .....  |
| J. W. Elliott .....       | 772     | 2,491  |
| C. L. Chute .....         | 344     | 1,577  |
| McDonald .....            | 1,241   | 1,184  |
| W. Roberts .....          | 115     | 571    |
| J. Lunnis .....           | 2,889   | 154    |
| W. H. Reed .....          | 133     | 183    |
| J. Smith .....            | 174     | 150    |
| D. Thompson .....         | 119     | 142    |
| E. & A. Maybee .....      | 582     | 76     |
| J. Featherston .....      | 373     | .....  |
| W. Graham .....           | 247     | .....  |
| Gilden & Shields .....    | 209     | .....  |
| Goldie & McTaggart .....  | 134     | .....  |
| Hunter .....              | 113     | .....  |
| W. Halligan .....         | 166     | .....  |
| Tandergrin Bros .....     | 101     | .....  |
| J. Monteith .....         | 114     | .....  |
| J. Morrison .....         | 172     | .....  |
| J. Miline .....           | 112     | .....  |
| A. D. Mann .....          | 101     | .....  |
| A. McEwell .....          | 319     | .....  |
| J. McMillen .....         | 680     | .....  |
| D. McPherson .....        | 216     | .....  |
| F. Restrirk .....         | 256     | .....  |
| A. Shortreed .....        | 204     | .....  |
| Swift & Co .....          | 440     | .....  |
| E. Telfer .....           | 217     | .....  |
| J. Wilson .....           | 120     | .....  |
| J. S. Ward .....          | 79      | 79     |

The following table shows the shipments of horses to the different markets for the season 1897, with comparisons:—

|                | 1897.  | 1896.  | 1895.  |
|----------------|--------|--------|--------|
| Liverpool..... | 2,145  | 2,648  | 3,689  |
| London.....    | 5,638  | 5,004  | 4,727  |
| Glasgow.....   | 1,556  | 2,177  | 3,271  |
| Bristol.....   | 273    | 43     | 327    |
| Newcastle..... | 400    | 1      | 218    |
| France.....    |        | 60     | 523    |
| Belfast.....   | 39     | 155    | .....  |
| Total.....     | 10,051 | 10,088 | 12,755 |

### Live Stock Exports for Twenty-one Years.

| Year.     | Cattle. | Sheep.  |
|-----------|---------|---------|
| 1897..... | 119,188 | 61,254  |
| 1896..... | 100,360 | 80,671  |
| 1895..... | 96,582  | 217,399 |
| 1894..... | 87,604  | 139,763 |
| 1893..... | 83,322  | 3,743   |
| 1892..... | 98,731  | 15,932  |
| 1891..... | 109,150 | 32,042  |
| 1890..... | 123,136 | 43,372  |
| 1889..... | 85,670  | 59,331  |
| 1888..... | 60,504  | 45,528  |
| 1887..... | 64,631  | 36,027  |
| 1886..... | 63,932  | 93,850  |
| 1885..... | 61,947  | 39,401  |
| 1884..... | 57,288  | 62,950  |
| 1883..... | 49,000  | 84,790  |
| 1882..... | 28,358  | 63,667  |
| 1881..... | 27,536  | 55,538  |
| 1880..... | 41,730  | 74,502  |
| 1879..... | 21,626  | 62,550  |
| 1878..... | 15,963  | 31,841  |
| 1877..... | 6,940   | 9,509   |

### How They Were Carried.

The Allan Line was without a doubt the favorite again this season as it heads the list with 34,280 head of cattle, 28,745 sheep, and 1,798 horses. These figures show an increase of 7,180 cattle; an increase of 1,660 sheep, and a decrease of 2,268 horses as compared with last year's totals. The Thompson and Donaldson Lines made a good run for second place with a total of 27,797 cattle; 4,991 sheep, and 4,874 horses, showing an increase of 6,053 cattle; a decrease of 8,491 sheep, and an increase of 2,797 horses as compared with last season's figures. The Thomson Line has the credit of carrying the largest number of horses

# GILCHRIST & MUNRO

Live Stock,



Shipping and Insurance



Agents.

GRAND TRUNK STOCK YARDS, - - MONTREAL

REPRESENTING LIVE STOCK SALESMEN:

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*References—Bank of Toronto, Pt. St. Charles Branch.*

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*Ocean Freight and Insurance at Lowest Rates from the Ports of  
Montreal, Boston, New York, Portland and St. John. .. .*

## W. H. BEAMAN,

(Successor to WM. CUNNINGHAM & CO., Board of Trade Building.)

SPECIAL AGENT FOR  
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advantage in the British Markets. Care-  
ful and personal attention given to con-  
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"LIVESTOCK," - - Montreal.

34 St. Nicholas St., - MONTREAL.

for the season just closed. The Elder-Dempster Line comes third with 16,489 cattle; 8,015 sheep, and 1,111 horses, which totals show a decrease of 639 cattle; 12,982 sheep, and 940 horses, with what they carried during the season 1896. The Johnston Line came out one better in rank this season, having the honor of fourth place in the list by carrying 13,629 cattle, and 9,476 sheep, showing an increase of 4,698 cattle, and 6,214 sheep as compared with last year's figures.

The following table shows the number of cattle carried by each line from the ports of Montreal and Quebec for the season ending November 24th, 1897:—

|                      | Cattle. | Sheep. | Horses. |
|----------------------|---------|--------|---------|
| Allans. ....         | 34,280  | 29,745 | 1,798   |
| Reford Co. Ltd. .... | 28,797  | 4,991  | 4,874   |
| Elder-Dempster. .... | 16,489  | 8,015  | 1,111   |
| Johnston. ....       | 13,629  | 9,486  | 4       |
| Dominion. ....       | 13,289  | 5,184  | 850     |
| Beaver. ....         | 10,424  | 3,289  | 1,149   |
| Munderloh & Co. .... | 2,280   | 1,544  | 227     |
| Head Line. ....      | .....   | .....  | 38      |
| Total. ....          | 119,188 | 61,254 | 10,051  |

## GRAIN AND FLOUR.

When the record of the export trade in grain and flour is glanced over it will be seen that the increase in this department has more than kept pace with the other branches of commerce. All the great cereals show handsome gains. The most notable are those in the three leading lines, wheat, corn and oats. In the case of the two former there has been an increase of almost three million bushels, while the latter records a gain of over the two million mark. Over one hundred thousand bushels more peas were exported this year than last, while rye has gained almost half a million bushels compared with last year. The only decreases recorded are those in barley, flour, and meal, and they are of a trivial nature. Taken altogether the grain dealers have had a very successful year. Values have been better than last, and in the aggregate as the detailed figures will show, they have increased their output, in rough figures, fully eight million bushels compared with last year's total turn-over. There is every reason for satisfaction at a showing like this.

A. G. THOMSON

*Grain and . . .*

*Freight Broker*

39 ST. SACRAMENT ST.,  
MONTREAL.

The records of the different individual shippers in grain and flour according to the Custom House returns are as follows:—

## GRAIN.

|                             | Wheat.    | Corn.     | Peas.     | Oats.     | Barley. | Rye.    | B'wheat. | Flaxseed. |
|-----------------------------|-----------|-----------|-----------|-----------|---------|---------|----------|-----------|
| A. G. Thomson.....          | 2,720,832 | 3,567,620 | 294,497   | 316,199   | 106,900 | 40,236  | .....    | 70,200    |
| A. McFee & Co.....          | 1,287,016 | 109,468   | 296,424   | 1,214,057 | .....   | 179,346 | 65,348   | .....     |
| Crane & Baird.....          | 641,966   | 1,870,251 | 438,082   | 651,926   | 38,830  | 297,477 | 175,101  | .....     |
| Jas. Carruthers.....        | 868,710   | 270,531   | 223,566   | 423,097   | 25,100  | 221,391 | 69,787   | .....     |
| A. G. McBean.....           | 96,444    | 56,330    | 308,222   | 1,154,370 | 16,300  | 16,900  | 68,627   | .....     |
| Wright-Esdale.....          | 1,091,065 | 116,629   | .....     | 18,503    | .....   | 8,770   | 12,659   | .....     |
| R. Peddie.....              | 47,430    | 29,600    | 17,600    | 436,744   | .....   | 42,713  | 45,441   | .....     |
| H. McLennan.....            | 1,231,582 | 382,380   | .....     | 8,500     | .....   | .....   | .....    | .....     |
| Bartlett, Frazier & Co..... | 650,017   | 3,175,121 | .....     | .....     | .....   | .....   | .....    | .....     |
| J. Ward.....                | .....     | .....     | 227,331   | 463,934   | .....   | .....   | .....    | .....     |
| Sundries.....               | 1,132,575 | 295,070   | .....     | 9,254     | .....   | .....   | 10,656   | .....     |
| Grand Trunk Ry.....         | 72,536    | .....     | 52,594    | 149,506   | .....   | .....   | 525      | 500       |
| Canadian Pacific Ry.....    | 34,585    | .....     | 11,690    | 183,635   | .....   | 2,218   | .....    | .....     |
| Through Freight.....        | .....     | .....     | 3,572     | 48,490    | .....   | .....   | 2,200    | .....     |
| Total.....                  | 9,874,348 | 9,384,422 | 1,883,578 | 5,018,155 | 187,130 | 809,101 | 449,747  | 70,700    |

Cable Address:—"McBEAN."

# A. G. McBEAN & CO.

EXPORTERS OF AND  
DEALERS IN ALL KINDS OF

## ..GRAIN..



509 Board of Trade Building,

### MONTREAL.

---

R. E. WIGHT.

C. B. ESDAILE.

## WIGHT & ESDAILE,

...Grain...

and

● .Freight. ●

### Brokers

318 Board of Trade Building, - MONTREAL.

### How Grain was Distributed.

The ports that proved the best customers for grain shipped from Montreal were Liverpool and London, which ran each other pretty close, Liverpool leading on wheat and London on corn. In the other cereals they were pretty high up. Bristol and Glasgow were the two leading British importing ports for oats, the heaviest export of this grain, however, being made to the port of Hamburg. The Continental port took the most of our rye exports and also our buckwheat. The figures in detail are as follows, the ports being placed in alphabetical order:

| Ports.        | Wheat.    | Corn.     | Pears.    | Oats.     | Barley. | Rye.    | B'wheat. | Flaxseed. |
|---------------|-----------|-----------|-----------|-----------|---------|---------|----------|-----------|
| Antwerp ..... | 375,097   | 81,685    | .....     | 188,546   | 40,544  | 5,300   | .....    | .....     |
| Bristol ..... | 1,098,544 | 774,633   | 287,038   | 622,319   | 9,200   | .....   | 51,435   | .....     |
| Cardiff.....  | 38,688    | 26,370    | .....     | 78,360    | .....   | .....   | .....    | .....     |
| Belfast ..... | 40,081    | 850,530   | 16,126    | 43,480    | .....   | 78,803  | .....    | .....     |
| Dundee .....  | 15,400    | 8,700     | .....     | 9,700     | .....   | .....   | .....    | .....     |
| Dublin .....  | 223,752   | 318,612   | .....     | 48,565    | .....   | .....   | .....    | .....     |
| Glasgow.....  | 1,011,922 | 1,466,631 | 471,537   | 510,583   | 20,200  | 232,851 | .....    | 16,700    |
| Hamburg....   | 147,080   | 793,626   | 78,913    | 612,021   | 69,274  | 414,326 | 236,665  | .....     |
| Hull.....     | .....     | .....     | 8,300     | .....     | .....   | .....   | .....    | .....     |
| London.....   | 2,321,310 | 2,300,360 | 80,305    | 2,306,090 | .....   | 34,105  | 134,303  | 300       |
| Liverpool.... | 3,342,465 | 2,172,915 | 831,706   | 180,331   | 25,612  | 17,472  | 1,068    | 53,700    |
| Leith.....    | 543,531   | 304,750   | 29,100    | 323,314   | 16,300  | .....   | .....    | .....     |
| Manchester..  | 31,299    | 231,400   | 42,083    | 46,035    | 6,000   | .....   | .....    | .....     |
| Newcastle...  | 38,400    | 54,200    | 38,470    | .....     | .....   | .....   | .....    | .....     |
| Rotterdam...  | 46,829    | .....     | .....     | 48,811    | .....   | 26,744  | 26,276   | .....     |
| Totals....    | 9,874,348 | 9,834,422 | 1,883,578 | 5,018,155 | 187,130 | 809,101 | 449,747  | 70,700    |

Cable Address "KUTUSOFF."

P. O. Box 819

ALEX. McFEE & CO.

Grain Merchants

MONTREAL and WINNIPEG.



Board of Trade Building, 42 St. Sacrament St.

MONTREAL.

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TELEPHONE 1354

Cable Address "RESURGAM."

P. O. BOX, 807

GEORGE <sup>TRADING</sup> McBEAN & CO.,

GRAIN AND

PRODUCE,

208 BOARD OF TRADE BUILDING,

MONTREAL

### The Grain Carriers.

The heaviest carriers of grain, as the appended table shows, were the Elder Dempster and Allan lines. Both took out heavy freights of wheat and corn during the season, the Thomson Line coming third and the Johnston Line fourth. The figures are as follows, the lines being arranged alphabetically :

| LINES.        | Wheat.    | Corn.     | Peas.     | Oats.     | Barley. | Rye.    | B'wheat. | Flaxseed. |
|---------------|-----------|-----------|-----------|-----------|---------|---------|----------|-----------|
| Allan .....   | 1,719,652 | 1,439,690 | 639,001   | 1,314,844 | 38,837  | 121,209 | 49,333   | 36,700    |
| Beaver .....  | 720,905   | 285,870   | 86,540    | 56,276    | .....   | .....   | .....    | .....     |
| Dominion....  | 1,012,013 | 971,164   | 108,383   | 287,570   | 6,000   | .....   | .....    | 16,800    |
| Donaldson...  | 795,317   | 1,098,801 | 279,760   | 336,605   | 26,330  | 146,520 | .....    | 16,730    |
| Elder-Dem'str | 2,146,666 | 1,494,399 | 287,922   | 640,563   | .....   | .....   | 69,352   | 300       |
| Head.....     | 247,536   | 1,076,012 | 16,126    | * 82,595  | .....   | 33,600  | .....    | .....     |
| Johnston....  | 949,678   | 628,790   | 25,130    | .....     | .....   | .....   | .....    | .....     |
| Thomson....   | 1,411,463 | 1,135,668 | 176,787   | 1,134,309 | .....   | .....   | .....    | .....     |
| Sundry lines. | 871,118   | 1,354,028 | 263,929   | 1,165,393 | 115,963 | 507,772 | 331,062  | 170       |
| Totals...     | 9,874,348 | 9,384,422 | 1,883,578 | 5,018,155 | 187,130 | 809,101 | 449,747  | 70,700    |

# JOHNSTON LINE



WEEKLY SAILINGS BETWEEN

Montreal and Liverpool  
Baltimore and Liverpool  
Boston and London



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

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

BOARD OF TRADE BUILDING

Wm. Johnston & Co., Limited,

MONTREAL.

### Flour and Meal.

|                                         | Flour.  | Meal.  |
|-----------------------------------------|---------|--------|
| The Lake of Woods Milling Co., Ltd..... | 61,400  | .....  |
| W. W. Ogilvie.....                      | 25,800  | .....  |
| R. W. Oliver.....                       | 3,476   | .....  |
| Sundry Shippers.....                    | 17,594  | 1,970  |
| Grand Trunk Railway.....                | 435,460 | 18,314 |
| Canadian Pacific Railway.....           | 262,704 | 11,072 |
| Totals.....                             | 706,434 | 31,356 |

### Recapitulation.

|                      | 1897.     | 1896.     | 1895.     |
|----------------------|-----------|-----------|-----------|
| Wheat, bush.....     | 9,874,348 | 6,905,702 | 3,650,711 |
| Corn, bush.....      | 9,384,422 | 6,481,420 | 2,605,818 |
| Peas, bush.....      | 1,883,578 | 1,694,147 | 741,845   |
| Oats, bush.....      | 5,018,155 | 2,365,142 | 10,750    |
| Barley, bush.....    | 187,130   | 209,324   | 808       |
| Rye, bush.....       | 809,101   | 355,057   | 16,213    |
| Buckwheat, bush..... | 449,747   | .....     | .....     |
| Flaxseed, bush.....  | 70,700    | .....     | .....     |
| Flour, bags.....     | 706,434   | 730,981   | 1,061,042 |
| Meal, bags.....      | 31,356    | 34,578    | 36,259    |

### Our Flour Customers.

London was the heaviest importer of flour from this port, Glasgow coming second and Liverpool third. Most of the meal exports went to Liverpool and Glasgow. Our exports of flour to the Continent were unimportant. The figures :

| PORTS.          | Flour.  | Meal.  |
|-----------------|---------|--------|
| Bristol.....    | 35,402  | 600    |
| Belfast.....    | 22,876  | .....  |
| Dublin.....     | 8,380   | 4,566  |
| Dundee.....     | 7,274   | .....  |
| Glasgow.....    | 153,891 | 10,585 |
| Hamburg.....    | 8,966   | 1,020  |
| Hull.....       | 1,970   | 750    |
| London.....     | 328,273 | 2,190  |
| Liverpool.....  | 91,962  | 10,076 |
| Leith.....      | 42,263  | 769    |
| Manchester..... | 945     | .....  |
| Newcastle.....  | 4,232   | 800    |
| Total.....      | 706,434 | 31,356 |

— **TO** —

# SETTLERS, LUMBERMEN, and SPORTSMEN

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

**OVER**

**100,000,000 ACRES STILL UNSURVEYED.**

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

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

---

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

---

In these regions the most fertile and valuable kinds of timber  
for export and manufacturing purposes are to be found, such as:  
pine, spruce, cedar, maple, black birch, white birch, etc.

Plenty of spruce which is in great demand for pulp making.

### How It Was Shipped.

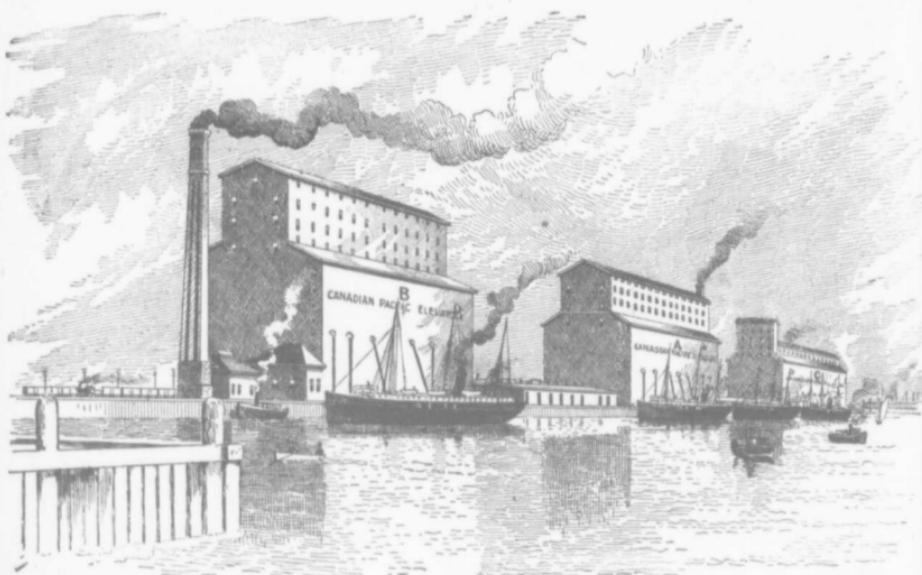
The Allan Line leads the list as a flour carrier, Elder-Dempster being second, and Thomson third. The figures:

| LINES.               | Flour.  | Meal.  |
|----------------------|---------|--------|
| Allan .....          | 236,672 | .....  |
| Beaver .....         | 6,885   | 1,700  |
| Dominion .....       | 34,070  | 152    |
| Donaldson .....      | 119,507 | 18,170 |
| Elder-Dempster ..... | 168,238 | 1,420  |
| Head .....           | 26,690  | 4,886  |
| Johnston .....       | 6,750   | .....  |
| Thomson .....        | 126,963 | 1,600  |
| Sundry lines .....   | 80,709  | 3,428  |
| Total .....          | 706,434 | 31,356 |

## THE EXPORT TIMBER TRADE.

This has been a record breaking season in the export timber business, the shipments being 300,420,069 feet, which are the largest in the history of the trade, and although these figures do not include sundry shipments, they show an increase of 79,416,460 feet as compared with the grand total of 1896; an increase of 131,748,041 with 1895, and an increase of 123,011,641 with 1894. The total shipments for the season 1895 were 168,672,028 feet, and for 1894 they were 177,408,428 feet. This season Messrs. Dobell, Beckett & Co. head the list with 98,000,000 feet, an increase of 44,000,000 feet as compared with 1896, and Messrs. W. & J. Sharples come second with 56,829,640 feet, an increase of 11,959,800 feet compared with 1896, while Messrs. R. Cox & Co. take third place with 38,125,185 feet, showing an increase of 12,107,885 feet as compared with 1896.

The following table shows the exports of timber made by the



FORT WILLIAM ELEVATORS.

---

Established 1886.

Cable Address :- "AKING" Toronto.

**A. J. KING,**

---

**EXPORTER**

**Produce Commission Merchant**

**Butter, EGGS, Cheese, Apples  
and POULTRY.**

**8 Elm Street,                      -                      TORONTO.**

principal shippers from the port of Montreal for the season 1897 with comparisons :

|                           | 1897        | 1896        |
|---------------------------|-------------|-------------|
|                           | Feet.       | Feet.       |
| Dobell, Beckett & Co..... | 98,000,000  | 54,000,000  |
| W. & J. Sharples.....     | 56,829,640  | 44,869,840  |
| R. Cox & Co.....          | 38,125,185  | 26,017,300  |
| J. Burstall & Co.....     | 36,319,608  | 24,521,027  |
| McArthur Bros.....        | 32,786,506  | 19,102,515  |
| Watson & Todd.....        | 30,359,130  | 25,642,000  |
| E. H. Lemay.....          | 8,000,000   | 4,932,000   |
| Sundry shippers.....      |             | 21,828,927  |
| Total feet.....           | 300,420,069 | 221,003,609 |

## EXPORT POULTRY TRADE.

**L**AST season British demand for Canadian poultry became a feature. This year it is still more prominent and it gives promise of steadily increasing each year. Previous shipments have brought good returns to Canadian traders, and there has as a result been more extensive operations this fall on export account, in the poultry raising districts of Ontario. Purchasing commenced early in November, and latest advices received that the bulk of the stock of choice turkeys has been bought up at prices varying from 8½c. to 9c. per pound. This is expected to result in a scarcity of such stock in the domestic Canadian market for the balance of the season. In fact once the holiday demand sets in in earnest, higher prices are anticipated. The Perth and Smiths Falls, which fairs take place shortly, will establish whether they are right or not. The exports this season to date are the largest in the history of the trade. They include one lot of 1,200 tons which went forward on the Gallia from St. John, N.B., and another lot of 27,815 pounds ex Vancouver from Liverpool. The latter steamer has already arrived at her destination, so that both shipments will be in good time for the Christmas trade. Shipments have also been sent forward from Toronto comprising 5,000 geese, 1,000 ducks, and 15,000 turkeys which were valued at \$20,000.

ESTABLISHED 1855.

CABLE "HART," MONTREAL.

FRUITS

**HART & TUCKWELL**

159, 161, 163 MCGILL and  
35-41 LEMOINE STREET,

**MONTREAL, CANADA.**

COMMISSION MERCHANTS AND WHOLESALE DEALERS IN FOREIGN  
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**APPLE EXPORT A SPECIALTY.**

Consignments Solicited.  
Prompt Information Furnished.



We solicit correspondence and can  
furnish highest references as to  
our standing.

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Established 1873.

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Cable "CLOGG," Montreal.

**J. R. CLOGG & CO.**

**COMMISSION & MERCHANTS.**

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AND CANADIAN FRUITS AND PRODUCE.

**APPLE EXPORTERS.**



165 to 169 McGill Street, - - MONTREAL.

Consignments and Correspondence Solicited.  
Reference, Merchants Bank of Canada.

## EGGS AND APPLES.

---

The export business in the two lines of eggs and apples has furnished several interesting features. The most notable has been the increase in the former and the big decrease in the latter. This fact, however, is attributable to special causes, which are unlikely to rule in another season. In a word operators in apples did not export the same quantity as last year, because there were fewer to ship. Last year Canada produced in the vicinity of three million barrels of winter apples. This season the crop did not much exceed three hundred thousand barrels. It is not surprising, therefore, that our exports were short, and prices abroad have been so high, that it has been extremely difficult to supply even the home demand in Canada with desirable goods. Exporters actually tumbled over one another to get fruit, the fact that they paid all the way from \$1.50 to \$3 per barrel for it, unpicked on the trees, affording a good idea of this competition. Compared with last year there has been a decrease of over half a million barrels in our exports. But it must be borne in mind that last year's crop was unusually heavy, and that in many cases the price realized hardly covered the transportation, and other charges. This season, in spite of the high prices, money has been made, while the fact that the exports, small as they were, were greater than those of 1895, in which year money was lost, demonstrates that Canadian apples have gained a firm foothold in the British markets.

The progress of the export egg trade this season has been especially gratifying, inasmuch as it shows a steady expansion, from year to year ever since the wall was erected against the entry of Canadian eggs into the United States. This only goes to show that obstacles seemingly insurmountable, can be overcome if the effort is made. When the McKinley Bill shut out Canadian eggs, would-be prophets laughed at the idea. Events have demonstrated that they certainly have no honor in their own country. The export business in eggs is firmly established as one of the great branches of our foreign trade, and if the rates of expansion continues it will assume very large proportions in

WM. MELDRUM.

Cable Address :-MELDRUM.

JOHN MELDRUM.

WM. MELDRUM & CO.,  
Exporters,  
BUTTER, EGGS,  
POULTRY.

25 to 41 Brennan St., and 29 to 33 Nazareth St.  
MONTREAL.

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CABLE ADDRESS:

D. S. HISLOP,

"HISLHUNT," MONTREAL.

J. H. HUNTER.

HISLOP & HUNTER,

EGG EXPORTERS AND

Produce Commission Merchants

235 to 239 Commissioners Street,

— Montreal.

the near future. Exports this year increased 29,000 odd over lost, and 76,000 over 1895. The business, therefore, in two years has almost doubled itself which is certainly satisfactory.

The following recapitulation shows this clearly :

|                      |         |         |         |
|----------------------|---------|---------|---------|
|                      | 1897    | 1896    | 1895    |
| Eggs, cases.....     | 171,548 | 141,853 | 94,897  |
| Apples, Barrels..... | 174,580 | 725,016 | 155,005 |

#### DISTRIBUTION OF THE EXPORT.

The exports were distributed as follows, Glasgow and Liverpool being the principal markets for both lines :—

| PORTS.          | EGGS.         | APPLES.       |
|-----------------|---------------|---------------|
|                 | Cases.        | Barrels.      |
| Aberdeen.....   | 565           | 298           |
| Antwerp.....    | ....          | 11            |
| Bristol.....    | 4,087         | 2,931         |
| Belfast.....    | ....          | 21            |
| Cardiff.....    | ....          | 440           |
| Glasgow.....    | 69,712        | 74,352        |
| Hamburg.....    | ....          | 6,778         |
| London.....     | 4,055         | 4,901         |
| Liverpool.....  | 92,440        | 82,154        |
| Leith.....      | ....          | 1,144         |
| Manchester..... | 279           | 771           |
| Newcastle.....  | 410           | 779           |
|                 | <hr/> 171,548 | <hr/> 174,580 |

#### Leading Shippers.

Following are some of the leading shippers :

| SHIPPERS.                     | EGGS.         | APPLES.       |
|-------------------------------|---------------|---------------|
|                               | Cases.        | Barrels.      |
| A. J. Brice.....              | 1,050         | 77            |
| Jno. Borry.....               | .....         | 138           |
| J. G. Brock.....              | 348           | .....         |
| A. R. Fowler.....             | .....         | 4,108         |
| Hart & Tuckwell.....          | .....         | 11,968        |
| F. Hamilton.....              | .....         | 3,148         |
| Hislop & Hunter.....          | 9,185         | .....         |
| Chas. Langlois & Co.....      | 6,355         | .....         |
| W. Meldrum & Co.....          | 7,325         | .....         |
| P. W. McLogan.....            | 321           | .....         |
| W. Nevin.....                 | .....         | 200           |
| Geo. Wait.....                | 2,870         | 634           |
| Sundry.....                   | 11,827        | 823           |
| Through Shipments.....        | 1,528         | 5,325         |
| Grand Trunk Railway.....      | 109,191       | 119,542       |
| Canadian Pacific Railway..... | 21,518        | 18,338        |
| Total.....                    | <hr/> 171,548 | <hr/> 174,580 |

ESTABLISHED 1857.

CABLE ADDRESS "WAIT."

George Wait & Co.  
PROVISION MERCHANTS

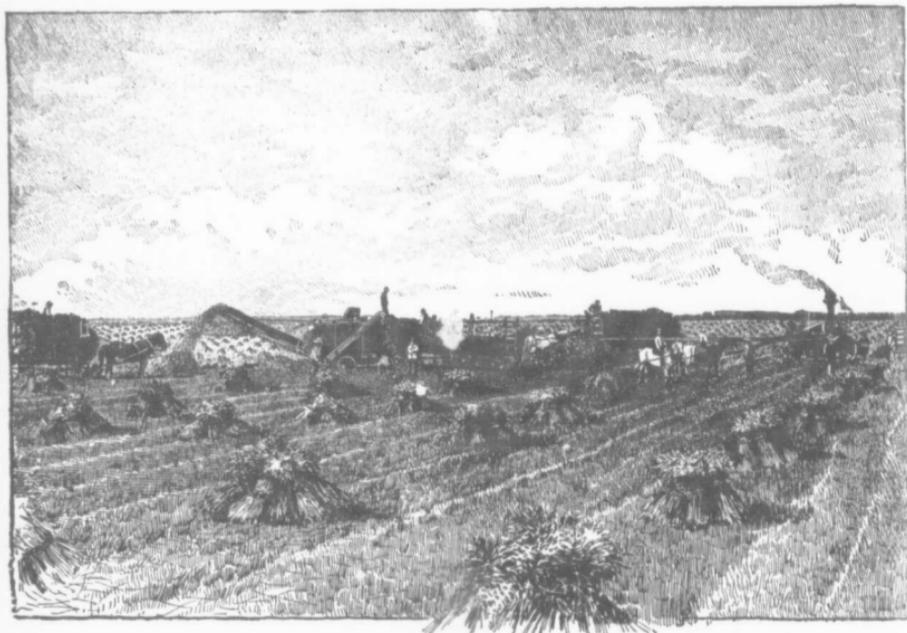
EXPORTERS OF

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THRESHING WHEAT IN WESTERN CANADA

**Carriers of the Exports.**

They distributed their favors to the different steamship lines in the following manner:—

| LINES.              | CASES.<br>Cases. | APPLES.<br>Barrels. |
|---------------------|------------------|---------------------|
| Allan.....          | 88,439           | 52,977              |
| Beaver.....         | 14,414           | 22,451              |
| Dominion.....       | 21,734           | 28,180              |
| Donaldson.....      | 28,297           | 48,225              |
| Elder-Dempster..... | 4,617            | 4,281               |
| Johnston.....       | 1,621            | 3,360               |
| Thompson.....       | 1,653            | 2,061               |
| Sundry Lines.....   | 773              | 13,045              |
|                     | 171,548          | 174,550             |

**ABERDEEN ATLANTIC SHIPPING COMPANY.**

Regular and Direct  
Service Between

Aberdeen  
AND  
Montreal



S.S.  
Lord Gough



S.S.  
Hankow

Summer Season.....

Winter Season.....

Aberdeen  
AND  
Montreal.



Aberdeen  
AND  
St. John, N. B.

Special facilities for Cattle, Butter, Cheese,  
Eggs, Apples and General Cargo.

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and various other kinds of Fish.

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Alone contains hundreds of the most picturesque lakes, teeming with fish.

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

**FEATHERED GAME:**—Canada Goose, Duck, Wood-cock, Snipe, Partridge, Plover, etc., in great numbers and in many places.

There is an absolute prohibition to hunt or kill beaver up to 1st Nov. 1900.

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

**PERMITS.**—1st class 25, 2nd class 20, 3rd class 10.

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ESTABLISHED

1778.

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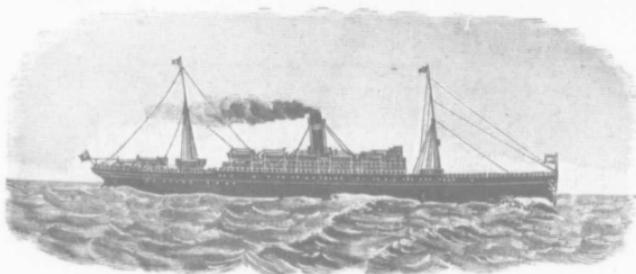
SMEATON WHITE,

ASST. MANAGER.

RICHARD WHITE,

MAN.-DIRECTOR

# Dominion Line Steamships



(ST. LAWRENCE SERVICE.)

SAILING IN SUMMER BETWEEN

**Montreal, Québec and Liverpool**

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**Portland, Me. and Liverpool**

**FAST PASSENGER AND FREIGHT STEAMERS**

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ELECTRIC LIGHT. SALOON AMIDSHIPS. SPEED AND COMFORT.

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For First Cabin, Second Cabin and Steerage Passengers. Passenger Accommodation on the Upper Decks.

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

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

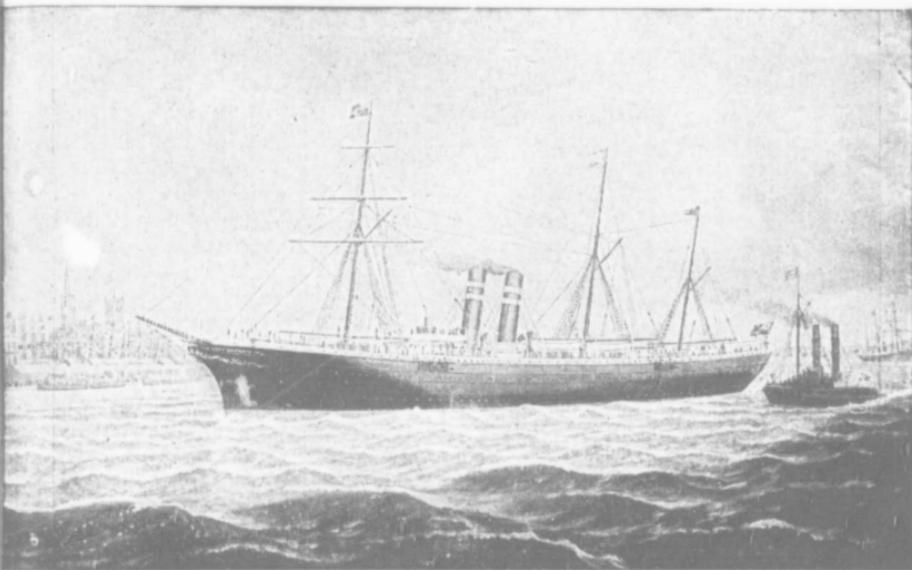
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**General Agents, - - MONTREAL AND PORTLAND.**

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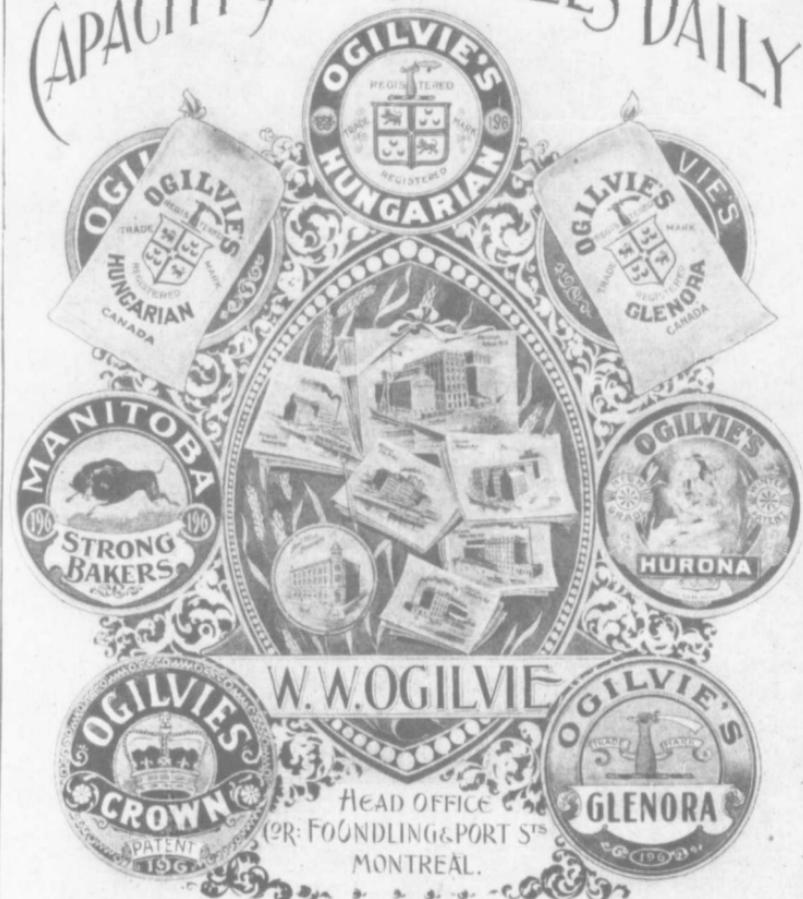
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