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COUNCIL
MONTREAL BOARD OF TRADE
1900

FIFTY-EIGHTH ANNUAL REPORT
OF THE
COUNCIL
OF THE
MONTREAL BOARD OF TRADE
BEING
For the Year 1900.

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

Montreal :
JOHN LOVELL & SON,
1901.

REPORT

The following report was prepared by the Committee on the Administration of the Government of the District of Columbia, under the direction of the Board of Commissioners, and is submitted to the Board for their consideration and approval.

The Committee was organized on January 1, 1901, and has since that time been engaged in a study of the various departments of the Government of the District of Columbia, with a view to determining the most efficient method of their administration.

The Committee has held numerous public hearings, and has received many suggestions from the public. It has also conducted extensive research into the various problems connected with the administration of the Government of the District of Columbia.

The Committee believes that the most important of these problems are the following:

1. The organization of the various departments of the Government of the District of Columbia.
2. The method of selecting the various officers and employees of the Government of the District of Columbia.
3. The method of determining the salaries of the various officers and employees of the Government of the District of Columbia.
4. The method of determining the expenses of the Government of the District of Columbia.
5. The method of determining the revenue of the Government of the District of Columbia.

The Committee believes that the most efficient method of the administration of the Government of the District of Columbia is that which is based upon the following principles:

1. The organization of the various departments of the Government of the District of Columbia should be based upon the principle of economy.
2. The method of selecting the various officers and employees of the Government of the District of Columbia should be based upon the principle of merit.
3. The method of determining the salaries of the various officers and employees of the Government of the District of Columbia should be based upon the principle of justice.
4. The method of determining the expenses of the Government of the District of Columbia should be based upon the principle of economy.
5. The method of determining the revenue of the Government of the District of Columbia should be based upon the principle of justice.

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4. The method of determining the expenses of the Government of the District of Columbia should be based upon the principle of economy.
5. The method of determining the revenue of the Government of the District of Columbia should be based upon the principle of justice.

REPORT.

To the Members of the Montreal Board of Trade:—

Gentlemen,—In accordance with the requirements of by-law 36 the Council herewith submits a general report of its proceedings during the past twelve months, prefacing same with a few remarks on the general trade of the Dominion.

The closing year of the nineteenth century was not without its vicissitudes, for continued war in South Africa, together with the unsolved Chinese problem and the war in the Philippines, all tended toward disquieting the financial world. Nevertheless, the expansion and general activity which was such a prominent feature in the commercial world during 1898 and 1899 continued throughout the year 1900, Canada enjoying a full measure of success in practically all fields of industry. The aggregate trade of the Dominion for the fiscal year ending June 30th, 1900, was much the largest of any year in its history, the trade and navigation returns showing the total imports and exports of the Dominion to have been \$381,317,000 as against \$321,661,000 in 1899, and \$304,475,000 in 1898. It will thus be seen that Canada's trade has amounted during 1900 to over one million dollars per day, and a comparison of last year's figures with those of five years ago (1895) shows that the combined import and export trade of Canada has increased by seventy per cent.

The grain harvest throughout Canada, though not so large as in the previous year, turned out better than was at first anticipated, and the manufacture of dairy products has continued to increase. The lumber trade, as a whole, has been good, especially for the manufacturers, and the prospects for the coming season are favourable. The paper and pulp industry is flourishing, all pulp and paper mills being run to their fullest capacity, and several new ones are in course of erection, while consumers of pulp in Europe as well as in the United States are now looking to Canada for their supplies. The manufacturing industries have in many lines advanced in an unprecedented manner, notably so in the manufacture of iron and steel; at various points in the Dominion, furnaces are being erected, and while last year the annual output aggregated not much over one hundred thousand tons, competent authorities state that by the end of 1902 the combined output of the Canadian furnaces will probably have reached between three and four hundred thousand tons, and that the invested capital will have increased from \$24,500,000 to \$35,000,000. The continued investment of large sums of

money in manufacturing enterprises indicates that the holders of capital see a bright future for our Canadian productive industries, and growth in this direction means an ever-widening home market for our raw materials, and enlarged fields of employment for our artisan and labour population.

The following statistics of failures show little change for last year from the satisfactory statement of 1899. According to one mercantile agency, the liabilities are lower than for any year excepting 1898 and 1899, and the other agency's figures make them less than in all preceding years excepting 1898.

STATISTICS OF FAILURES IN CANADA (INCLUDING NEWFOUNDLAND), FOR 1900, WITH TOTALS FOR TEN PREVIOUS YEARS.

	According to "Bradstreet's."			According to R. G. Dun & Co.		
	No. of Failures.	Realized Assets.	Liabilities.	No. of Failures.	Nominal Assets.	Liabilities.
Ontario	522	\$1,170,710	\$2,867,355	546	\$2,180,685	\$2,882,048
Quebec	508	2,078,688	5,858,239	459	4,240,072	6,355,470
New Brunswick....	35	78,800	200,700	48	100,825	240,907
Nova Scotia.....	58	188,700	331,107	90	202,225	557,825
Prince Edward Is'ld	3	30,700	47,800	8	28,300	87,326
Manitoba.....	77	331,294	715,967	89	513,711	514,264
Northwest Ter.	18	66,826	133,387			
British Columbia...	112	299,205	631,721	115	897,080	975,368
Newfoundland.	3	1,220	2,550	7	3,450	12,200
Total 1900.....	1,336	\$4,246,152	\$10,788,826	1,362	\$8,206,348	\$11,625,408
1899.....	1,305	\$4,543,558	\$11,115,291	1,315	\$7,701,713	\$10,727,764
1898.....	1,470	4,194,927	9,825,554	1,334	7,798,719	9,993,143
1897.....	1,927	5,224,897	13,219,379	1,834	10,621,527	14,265,155
1896.....	2,203	6,751,257	16,274,576	2,140	12,734,544	17,291,736
1895.....	1,923	6,299,177	15,793,559	1,940	12,289,705	17,120,119
1894.....	1,873	11,947,253	23,985,283	1,862	14,424,365	18,490,029
1893.....	1,781	7,388,692	15,690,404	1,754	11,502,764	16,753,103
1892.....	1,682	4,848,095	11,603,210	1,688	9,420,983	13,766,191
1891.....	1,846	6,014,000	14,884,000	1,889	.....	17,100,649
1890.....	1,626	6,746,000	12,482,000	1,847	.....	18,289,935
1889.....	1,616	6,119,585	13,147,910	1,777	.....	14,713,223

N. B.—The figures of assets given by Bradstreet's are for the value realized; those by R. G. Dun & Co. for their nominal value. The figures given by R. G. Dun & Co. do not include banking failures, the liabilities on which account amounted to \$1,386,971 in 1900.

The detailed returns of the imports and exports from the port of Montreal for the calendar year, hitherto given in the statistical pages towards the end of this report, were obtained from the Montreal Collector of Customs, but the Department of Customs has removed the collection of statistics from the various customs ports to Ottawa, and while the Department has favoured the Council with the aggregate figures as follows, it states that it cannot at this early date supply the detailed returns, and hence, to the Council's regret, they have to be omitted.

YEARS.	Sea-going Vessels arrived in Port.	Total Tonnage.	Value of Merchandise Exported.	Value of Merchandise Imported.	Customs Duties Collected.
1900.. .. .	726	1,393,886	62,496,431	64,071,590	\$8,984,885
1899.. .. .	801	1,517,611	64,040,982	65,018,544	8,918,906
1898.. .. .	868	1,584,072	62,729,180	61,117,703	8,188,891
1897.. .. .	796	1,379,002	55,156,956	47,036,196	6,992,360
1896.. .. .	709	1,216,468	49,160,364	45,900,270	6,619,400
1895.. .. .	640	1,069,386	40,348,197	41,996,686	6,463,103
1894.. .. .	734	1,096,909	40,401,392	42,514,582	6,087,625
1893.. .. .	804	1,151,777	47,700,433	53,796,227	7,038,403
1892.. .. .	735	1,036,707	45,638,275	47,670,361	6,812,083
1891.. .. .	725	938,657	39,344,783	40,418,569	7,297,228
1890.. .. .	746	930,332	32,027,176	45,159,124	9,201,426
1889.. .. .	695	823,165	32,638,270	47,415,620	9,321,981
1888.. .. .	655	782,473	24,049,638	39,856,283	8,778,341
1887.. .. .	767	870,773	29,391,858	43,391,715	8,745,526
1886.. .. .	703	859,699	27,925,916	42,086,266	8,362,618
1885.. .. .	629	683,854	25,209,813	37,042,660	6,682,529
1884.. .. .	626	649,374	27,458,775	41,859,299	6,787,721
1883.. .. .	660	664,263	27,122,891	44,073,915	7,730,637
1882.. .. .	648	554,692	26,503,001	50,527,497	8,395,653
1881.. .. .	569	931,929	25,997,155	41,774,660	7,672,268
1880.. .. .	710	628,271	32,245,941	42,412,648	6,349,789

THE HARBOUR.

Grain Elevators in the Harbour.—On May 5th Mr. James Crathern, this Board's representative on the Harbour Commission, wrote your Council calling attention to the revised proposals of the Conners' Syndicate with reference to the erection of its elevator, whereunder the Syndicate proposed to substitute for the first-class steel or combination elevator of three million bushels' capacity and first-class warehouses, an elevator of one million bushels' capacity. The Council in reply requested Mr. Crathern to endeavour to have the contract between the Commissioners and the

Conners' Syndicate carried out as understood by the Council, viz., a first-class elevator of one million bushels' capacity with warehouses besides. About this time Mr. Crathern formed one of the deputation of the Commissioners which visited Duluth and Minneapolis to inspect the grain elevator accommodation of those cities, and upon his return he met the Council and gave a very full and interesting report with regard to that visit, which shewed that the knowledge gained by examination of the western elevators had changed his views with regard to the revised proposition of the Conners' Syndicate, for he stated that the result of his inspection of the various elevators the delegation had visited was, that he had become convinced that the modified scheme of the Conners' Syndicate, providing for an elevator of a capacity of about one million bushels with warehouse accommodation for an additional two million bushels, was better suited to the requirements of this port than the original scheme of one elevator of three million bushels' capacity, and, therefore, that it was very desirable to accept the revised proposal of the Conners' Syndicate as being in the interests of the trade of Montreal. Soon after this the Harbour Commissioners communicated the report of their Chief Engineer on the specifications for the one million bushels elevator or working house submitted by the Conners' Syndicate, respecting which the Council represented that the shipping and grain exporting interests considered it very necessary that marine legs should be placed on the harbour side so as to discharge from river vessels into the elevator; also, that the three marine legs on the canal side should be so constructed that they might be able to discharge from two vessels simultaneously. The Council regrets to note that very little progress has been made by the Conners' Syndicate towards the construction of said elevators.

Harbour Commissioners Regulation re Bills of Lading.—On 22nd January the Harbour Commissioners promulgated a new regulation whereunder bills of lading of all shipments from abroad were required to be left at the Commissioners' office for at least twenty-four hours, so that the wharfage on the shipments might be verified. It being represented by importers that this arrangement was open to very grave objections, such as importers requiring to get additional bills of lading, and the delay incident to getting entries which may be urgent through the Custom House because of the bills of lading being held at the office of the Harbour Commissioners, the Council communicated these representations to the Commissioners, and subse-

quently Mr. Henry Miles met the Commissioners' Finance Committee with regard to the matter, the result being that the original notice was withdrawn and that an amended notice much more satisfactory to importers was substituted therefor.

REPORT OF THE BOARD'S REPRESENTATIVE ON THE HARBOUR COMMISSION.

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

GENTLEMEN,—The comparative statement of Revenue and Tonnage of the harbour of Montreal for the past year is as follows :—

	1900	1899	1898	1897
Number of sea-going vessels.....	726	801	868	796
Tonnage do do	1,393,886	1,517,611	1,581,072	1,379,002
Number of inland vessels.....	8,310	8,877	6,941	6,384
Tonnage.....	1,659,616	1,899,097	1,807,892	1,134,346
Revenue.....	\$286,958	\$295,569	\$296,585	\$255,416

The above figures show a decrease of revenue from the previous year of \$8,611.00, the deficiency arising in imports and local traffic, exports contributing an increase of \$1,912.

The works on the harbour improvements as per plan 12a no. 2 have been vigorously carried forward during the past season and very good progress has been made; the second new pier, although not quite finished, was sufficiently advanced towards completion to enable a steamer in October last to discharge her cargo on this, the second of the high level piers; the crib work extending from upper side of this pier to the canal is also well advanced in construction and will be completed early in the spring. It is fully expected that the third of the high level piers as per Plan 12a no. 2 will be finished by the close of navigation this year, and we shall then have in our harbour first-class accommodation for the largest vessels coming up the St. Lawrence, and it is to be hoped that the Government will continue the work of deepening, broadening and lighting the channel between Montreal and Quebec, to meet the requirements of the constantly increasing dimensions of modern ocean vessels.

The Harbour Commissioners undertook to build for the City the flood protection wall; in 1899 the wall was constructed from Black's Bridge to King St., and in 1900 it was further extended from King St. to Port St., and from the west end of Bonsecours Market to the ramp at Berri St., giving an increased width to the roadway opposite the market of about one hundred feet, greatly to the relief of the constantly increasing traffic in that neighbourhood. The wall is of excellent workmanship and a great improvement to the city frontage on the harbour.

In regard to the Connors Syndicate contract, I regret that very little progress has been made; in conformity with the provisions of the contract as per Section 8, the Syndicate were notified on April 24th. by the Harbour Engineer, that the site on the Canal Basin was in condition for them to proceed with the work of construction and urging them to commence without delay; on June 9th. they were notified that the plans and specifications for the Elevator had been approved and accepted by the Commissioners and the Minister of Public Works; on June 20th. they were further notified that the specifications for the freight warehouses had been approved and accepted by the Commissioners and the Minister of Public Works, but no action towards construction was taken by the Syndicate until October 2nd. and the work was stopped on December 12th. 881 piles only having been driven during that time, leaving, according to the specifications, 1,419 piles yet to place. As the works, according to the contract, were to be prosecuted as vigorously as possible in accord with the judgment of the Harbour Engineer, I, under these circumstances, at the meeting of the Harbour Commissioners on 15th. January inst., moved, seconded by Mr. John Torrance,

"That the Harbour Engineer be instructed to furnish the Commissioners with an official report of the progress of the work of construction to the close of navigation;" this motion, however, did not meet with the approval of the other members of the Trust, seven, for some reason that I cannot understand, voting against it, the mover and seconder being the only ones in its favor. Under the terms of contract as specified in Section 8, without this official report I do not see that any pressure can be brought on the Syndicate to obtain what appears to me to be very important information, as to what progress will be made with the works of construction during next season. At the time the arrangements were completed with the Syndicate (January 1900), it was expected that the elevator and warehouses on Canal Basin site would have been finished in time for the opening of navigation in 1901.

Yours respectfully,

JAMES CRATHERN,

Board of Trade Harbour Commissioner.

PILOTAGE SYSTEM.

Consideration of the bill amending the Pilotage Act introduced into Parliament last Session led your Council to adopt the following memorial objecting to its provisions, which memorial was presented on the 3rd March to the Minister of Marine and Fisheries, the Minister of Public Works and other members of the Cabinet, by a deputation from this Board consisting of Messrs. Robert Mackay, President, Thos. Harling and Alex. McFee:—

THE MONTREAL BOARD OF TRADE.

To the Honourable Sir L. H. Davies, K. C. M. G., Minister of Marine and Fisheries, Ottawa.

THE MEMORIAL OF THE COUNCIL OF THE MONTREAL BOARD OF TRADE.

HUMBLY SHEWETH,—

That having considered Bill No. II. "An Act to amend the Pilotage Act," it begs to represent that it objects to said bill for the following reasons:—

That the court it provides is objectionable and unnecessary; objectionable because the interests of shippers and marine underwriters might not be properly represented thereon; unnecessary because the government can at once establish a Vice-Admiralty Court in Montreal, where charges against pilots could be properly dealt with, which court is greatly to be preferred to the pilotage court proposed in the said bill;

That the proposed formation of an Admiralty District, as provided in clause 8 of said bill, would leave the proposed Pilotage Court intact with the exception of the President of that Court whose place would be taken by the Judge, and that, as before stated, such Pilotage Court is considered objectionable and unnecessary. Moreover, the permanent appointment of nautical assessors is inadvisable, the selection of experts suitable for a particular case being preferable, and the appointment of such experts should be in the hands of the Judge of the Vice-Admiralty Court;

That, in place of the Pilotage Court proposed in said Bill, the Council desires that the Vice-Admiralty Court as it now exists in Quebec should be established in Montreal, and that all shipping cases and charges against pilots should be tried before it, the Judge thereof having the right to appoint the necessary expert assistants, so that he would select such as were suited to the particular case before the Court; for instance, it might be advisable to call in a different expert for a collision than for a grounding case;

That the Council is also strongly of opinion that compulsory payment of pilotage should be abolished ;

That the Council of the Montreal Board of Trade prays your consideration of the representations herein submitted.

Signed on behalf of the Council of the } Montreal Board of Trade	} ROBERT MACKAY, <i>President</i> , GEO. HADFIELD, <i>Secretary</i> .
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MONTREAL, March 2, 1900.

The Harbour Commissioners and the Marine Underwriters' Association presented to the Ministers at the same time their objections to said bill, and the joint deputation left Ottawa with the hope that the representations made would prevail, but the bill as passed provides for the formation of an Admiralty District and the establishment of a Pilotage Court, both objected to by your Council in its memorial to the Minister.

The Council was gratified to have its action with regard to this bill endorsed by the President of the Association of Sea-going Captains at Quebec, who wrote expressing the great satisfaction of that Association at the energetic means taken by the Council of this Board to stop the Pilotage Bill from being passed, and endorsing the Council's request that the pilotage service between Montreal and the Gulf of St. Lawrence should be open to any candidates possessing the required knowledge.

The proposed amendment of the Harbour Commissioners' by-laws, prepared by the Minister of Marine and Fisheries, was considered by the Council, and the Commissioners were thereafter informed that the proposal to restrict the number of pilots to fifty was objected to, and that the Council desired that the following recommendation of the recent annual meeting of this Board should be substituted therefor :—

“That the pilotage system be thrown open to all candidates possessing the required knowledge and several years' experience in practical navigation, preference being given to candidates possessing a master's certificate.”

The Council also expressed the opinion that the test provided in draft by-law 102a for eye-sight and colour-blindness should be undergone every year instead of every three years, as therein provided, and that licenses to pilots should be for one year only, so that pilots would need to apply each year for a renewal of their licenses.

PORT WARDEN OFFICE.

Office of the Port Warden of the Harbour of Montreal—Port Warden, Captain Archibald Reid ; Deputy Port Wardens, Captain Alexander T. Crighton and Captain James N. Bales. Board of Examiners, 1900—1901—

Charles P. Hébert, Chairman; E. L. Bond, W. I. Gear, Alex. McFee, Geo. Sumner.

The annual report of the Port Warden is as follows:—

MONTREAL, 31st Dec. 1900.

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

Gentlemen,—I have the honour to submit the annual report of the business of this office, with statements of exports, receipts and expenditure for the year 1900.

Navigation opened by the arrival from sea of the SS. Lake Megantic at 5 p. m. Thursday 26th April, followed at 7 p. m. by the SS. Vancouver, and closed with the departure for sea at 1 p. m., 3rd Dec., of the SS. Paliki, one of the Algoma Central Steamship Co.'s vessels, which loaded part cargo of steel at Conneant, Ohio, Lake Erie, completing her cargo here with lumber for Cardiff.

The SS. Paliki is the fourth vessel this company has sent this fall from the Lakes for winter employment in Europe or elsewhere. This is a new departure brought about by the deepening of the canals and channels of the St. Lawrence, from the Great Lakes, which promises in the not very distant future to assume very large proportions; there is already another company, viz: The North Western Transportation Co., building steamers to run direct between Chicago and Liverpool.

The close of this season has been phenomenal, the last sailing was almost unprecedentedly late, being the latest departure for sea since the year 1864, the weather open and mild for some time after the last vessel sailed. The first sailing vessel to arrive was the Schooner Golden Hind from Barbadoes, with a cargo of molasses, on the 20th May. The first vessel to enter the Gulf of St. Lawrence this season by the Straits of Belle Isle was the SS. Endeavour, which reported having passed Belle Isle 9.20 p. m., 20th June. Saw no ice.

The season of 1900 has been remarkable for the inauguration of two important incidents, namely, the opening of direct trade from the west by the way of the Great Lakes and the St. Lawrence Canals to European ports, and the departure hence of a steamer light to load a cargo of grain, etc., at Quebec, this latter was the SS. Albanian of the Leyland Line, which sailed hence on the 3rd Nov., to take the first cargo of grain to be loaded from the new elevator at Quebec; the grain came direct from the west over the Great Northern Railway; this event also inaugurated the opening of the road for through western traffic to Quebec.

Four hundred and sixteen oversea or foreign going vessels of all kinds were entered at this office with a tonnage of 1,038,234 tons, a decrease of eighteen vessels and 54,721 tons compared with last year. The business to lower ports this season consisted of, entered two hundred and seventy one vessels of all classes, with a tonnage of 327,559 tons, a decrease of 73 vessels and 74,766 tons. Clearance of vessels loaded for the lower ports were as follows: Eighty-four vessels of all classes with a tonnage of 63,171 tons, as against one hundred and five vessels of all classes last year, with a tonnage of 91,045 tons, a decrease of 21 vessels and 27,874 tons. One hundred and eighty seven vessels cleared for the lower ports in ballast, being solely in the coal carrying trade.

Thus you will see there has been a marked all-round decrease in tonnage entering and leaving the port this season. The falling off of tonnage in the foreign trade may be accounted for by the continued employment of a number of steamers, belonging to the regular lines frequenting this port, as transports in connection with the war in South Africa, but the large diminution of tonnage in the lower port trade at the early part of the season was brought about by the almost prohibitory hull insurance rates demanded for the St. Lawrence trade and the no B. N. A. clause in Atlantic Charters; later in the season it was more or less affected by the inability to procure coal in sufficient quantities, which resulted in the vessels being taken off and placed on foreign voyages from Quebec and elsewhere.

The only vessel loaded this year for South America at this port was the Schr. Glen Rosa, 486 tons, for Rosario.

The water in the River has ruled higher this year than last, the lowest water recorded in the ship channel was on the 2nd Nov., Montreal gauge 27"3", Sorel gauge 26"6", whereas in 1899 the lowest water recorded was on Nov. 27th, Montreal gauge 26"8", Sorel gauge 26"2".

The large decrease in the shipments of lumber was principally caused by the disastrous fire which took place at Hull and Ottawa on the 26th April, destroying an immense quantity of deals and boards cut and prepared for shipment.

The decrease of shipments in other commodities appears to have been caused by the want of the necessary tonnage when required (and when it could have been satisfactorily and profitably filled), owing to the aforesaid discriminating rates of insurance on hulls and cargoes, which is so detrimental to the prosperity of this port and advantageous to the United States ports to which the shipments are diverted.

With the exception of the accidents to the S.S. Ottoman we had no disasters of any import to report on the river between this port and Quebec.

The shipments of various kinds for the past season, manifested and reported at this office, are as per attached statement.

All of which is respectfully submitted.

ARCHIBALD REID, *Port Warden.*

COMPARATIVE STATEMENT OF SHIPMENTS 1899 AND 1900 AS PER MANIFESTS REPORTED AT THE PORT WARDEN'S OFFICE.

DESCRIPTION.	1899	1900	1900	
			INCREASE.	DECREASE.
Wheat.....bushels	10,103,232	10,376,683	575,447	.....
Buckwheat....."		301,996		.....
Peas....."	1,341,336	1,690,999	349,663	.....
Barley....."	1,469,954	1,121,790	80,675	.....
Rye....."		528,839		.....
Oats....."	8,971,337	4,893,237	921,900	.....
Corn....."	13,214,068	11,361,333	.....	1,853,335
Flax Seed....."	808,480	167,765	.....	700,685
Total Grain.....	30,968,977	30,342,642	1,927,685	2,554,020
Total Decrease of Grain Shipped.				1,927,685
				626,335
Flour, Meal, etc.....barrels	1,299,202	486,200	.....	813,002
Ashes....."	1,449	1,068	.....	381
Apples....."	287,502	253,418	.....	34,084
Cheese.....boxes	1,858,673	2,031,739	173,166	.....
Butter.....packages	460,598	244,787	.....	215,811
Eggs....."	192,251	234,306	42,055	.....
Box Meat....."	123,708	147,580	23,872	.....
Lard....."	175,083	271,633	96,550	.....
Dead Meat.....quarters	62,893	18,213	.....	44,680
Pulp.....tons	594	23,643	23,049	.....
Paper....."	6,065	4,785	.....	1,270
Sundries....."	45,031	44,876	.....	155
Hay....."	8,590	9,752	862	.....
Oil Cake....."	7,558	8,760	1,202	.....
Phosphates....."	190	18	.....	172
Minerals....."	3,967	5,308	1,341	.....
Dried Grains....."	3,149	.....	.....	3,149
Lumber, ft.....board meas.	284,613,393	202,449,185	.....	52,104,208
Cattle.....head	81,806	91,110	9,304	.....
Horses....."	4,734	2,659	1,641	.....
do for South Africa.."	.....	3,716		.....
Sheep....."	57,875	31,625	.....	26,250

STATEMENT OF OVERSEA OR FOREIGN GOING VESSELS.

Description.	1899.		1900.	
	No.	Tons.	No.	Tons.
Steamers	422	1,088,347	406	1,034,890
Barques	5	2,645	3	1,198
Brigs and Schooners	7	1,963	7	2,146
Totals	434	1,092,955	416	1,038,234

Decrease of 18 vessels and 54,721 tons.

STATEMENT OF LOWER PORT VESSELS.
Arrivals.

Description.	1899.		1900.	
	No.	Tons.	No.	Tons.
Steamers	332	401,219	258	326,207
Brigs and Schooners	12	1,106	13	1,352
Totals	344	402,325	271	327,559

Decrease of 73 vessels and 74,766 tons.

CLEARANCES FOR LOWER PORTS.

Description.	1899.		1900.	
	No.	Tons.	No.	Tons.
Steamers	95	90,211	76	62,368
Brigs and Schooners	10	834	8	803
Totals	105	91,045	84	63,171

Decrease of 21 Vessels and 27,874 tons.

Revenue 1899	\$11,339 96
do. 1900	11,092 19
Decrease	\$247 77

Vessels sailing from ports between Montreal and Quebec, and other than grain laden vessels sailing from Quebec, not subject to Port Warden examination. The Port Warden, in reporting to the Council his attendance on 15th March at the meeting in Ottawa, convened by the Minister of Marine to consider the provisions of a bill relating to deck loads, had suggested that, as the Port Warden inspection at Montreal appeared to be satisfactory, it might be well to recommend that similar inspection be made compulsory at Quebec, and that all vessels loading at ports between Montreal and Quebec should be compelled to obtain their final clearances at Quebec. The Council being quite in accord with this suggestion, which was on the lines of that

made by the Council in 1894 and 1895, it communicated same to the Hon. Mr. Dobell with its hearty endorsement and an intimation that it considered that the matter should receive his special attention with a view to his making such representations to the Minister of Marine as would ensure the introduction of legislation providing that vessels loading at ports between Montreal and Quebec should be subject to surveillance by the Quebec Port Warden.

INSPECTION OF DECK LOADS.

The Hon. Mr. Dobell having early in March asked that a representative of this Board should attend a conference meeting with the Minister of Marine with respect to the provisions of a bill relating to deck loads, the views of the Port Warden on said bill were procured and considered by the Council, and, as they were found to be in accord with the views of the shipping interest, the Port Warden, Captain Arch. Reid, was authorized to proceed to Ottawa and represent the Board at said conference. At that conference, which took place on 15th March, the Port Warden gave his opinion regarding winter deck loads, and related the manner in which the inspection of vessels loading and clearing for sea lumber laden and with deck loads was carried out at Montreal, with all of which the Minister appeared to be satisfied.

On August 21st the Hon. Mr. Dobell wrote the Council with regard to the desirability of establishing an inspection of deck loads, the letter seemingly being the outcome of some difficulty experienced at St. John, N. B., because there was no such inspection there. The Council replied to that letter very fully as follows:—

October 10, 1900.

Honourable R. R. Dobell, London, England.

Sir,—I have the honour to say that the Council, after carefully considering the question of the establishment of an inspection of deck loads, raised in your letter of August 21st, directs me to communicate its views thereon as follows:—

1. That a most rigid system of inspection, not only of deck loads but of all cargo loading, prevails at this port (Montreal), the same being conducted through the Port Warden office established in 1853 at the instance of this Board.

2. That, owing to the lack of such a system of inspection at other Canadian ports, vessels sail therefrom with excessive deck loads, and that the washing loose of such excessive deck loads causes serious damage to the vessels carrying them.

3. That the damage occasioned to vessels from Canadian ports other than Montreal by reason of their carrying excessive deck loads has doubtless been a contributing cause in the

heavy increase in marine insurance rates charged on the St. Lawrence route, although, so far as vessels from Montreal are concerned, such increase is very unfair, for, owing to the excellent Port Warden inspection at this port, no such damage has, within recent years, occurred to any vessel clearing from Montreal.

4. That the Council heartily agrees with your view that the establishment of an inspection of deck loads, to which all vessels sailing from Canadian ports shall be subject, is most urgently needed, and the Council prays that you endeavour to secure the same as soon as practicable, the more especially that the establishment of such inspection is regarded by the Council as one of the first steps that should be taken by the Dominion Government towards inducing the marine insurance companies to insure hulls using the St. Lawrence route at more equitable rates than now prevail.

5. That, with respect to the details of the height of deck loads to be permitted, the Council, after consultation with experts here, is of opinion that it would not be wise to grant permission to load indiscriminately deck loads to a height of six feet during the winter or restricted period for deck loads, but it strongly advocates that vessels with bulwarks shall be allowed to carry a deck load level with the top of the bulwarks, and that vessels with shelter decks and covered-in spaces shall, provided they have sufficient stability and freeboard, be allowed to carry such shelter deck and covered-in spaces full, instead of to a height of three feet only, as permitted under the present law.

I have the honour to be, Sir,

Your obedient servant,

GEO. HADRILL, *Secretary.*

MARINE INSURANCE RATES DISCRIMINATE AGAINST THE ST. LAWRENCE ROUTE.

It becoming evident early in the year that the very great increase in marine insurance rates to St. Lawrence ports, as compared with ports on the Atlantic Coast, was discriminating severely against the shipping trade of Montreal, the Council gave very earnest consideration to the question, and, after asking the Marine Underwriters' Association for the statistics of losses on the St. Lawrence route for the past five years, and what that Association considered necessary to ensure a reduction in rates, without, up to 10th October, bringing forth a reply, your Council decided on that date to petition the Government as follows:—

*To His Excellency the Right Honourable the Earl of Minto, G.C.M.G.,
Governor-General of the Dominion of Canada, in Council:—*

THE PETITION OF THE COUNCIL OF THE MONTREAL BOARD OF TRADE
HUMBLY SHEWETH:—

That because the rates of marine insurance on cargoes and hulls using the St. Lawrence route are seriously discriminative against that route, the shipping trade thereof has during the past two years been largely diverted to United States ports, and thus the

port of Montreal and the St. Lawrence route generally have suffered serious loss, evidence of same being in possession of your Petitioners in the shape of tables of insurance rates and letters from shipowners withdrawing their ships from that route ;

That said discrimination against the St. Lawrence route is most severe, the insurance rates on cargo from the opening of navigation to the end of August ranging from double to treble the rates charged for cargo on vessels at Atlantic ports, while from September 15th to the close of navigation the discrimination is still more accentuated, the St. Lawrence rates then being from five to seven times greater than to ports on the Atlantic coast ;

That this system of heavy advances during the fall months which originated in the days of sailing vessels is, now that the trade is performed entirely by steamers, a most unwarrantable feature of the insurance companies' tariff ;

That the rates on hulls also discriminate in favor of Atlantic ports, and that, although such discrimination is less than on cargoes, it is perhaps even more responsible for the diverting of ships from the St. Lawrence route ;

That, in the opinion of the mercantile community, these high rates of insurance to and from the St. Lawrence on both hulls and cargo will, if continued, be fatal to the marine commerce of the great Canadian waterway ;

That, although many improvements have been made in the aids to navigation of the St. Lawrence, such as channel deepening and widening, additional lights, buoys, etc., no reduction of the insurance rates has thereby been secured, but, on the contrary, such rates have within the past two years been enormously increased ;

Wherefore your Petitioners humbly pray that, in view of the vital commercial interests at stake, Your Excellency in Council may be pleased to appoint a Royal Commission for the purpose of investigating the question of the marine insurance rates charged on hulls and cargo using the St. Lawrence route, with a view to procuring more equitable rates, so that our national waterway may be enabled to regain and retain its share of the shipping trade of this continent,

And your Petitioners, as in duty bound, will ever pray, &c., &c.

Signed on behalf of the Council of the Montreal Board of Trade.	}	ROBERT MACKAY, <i>President.</i> GEO. HADRILL, <i>Secretary.</i>
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MONTREAL, 25th October, 1900.

Immediately the Council's decision to petition the Government became public, the Underwriters' Association intimated that the information asked for by the Council in May was approaching completion, and subsequently asked that a deputation from that Association should be heard whenever the subject was again up for discussion. Your Council decided, however, that, as action in the matter had been delayed from May until October, the petition should go forward without the further delay which the meeting with the Underwriters would involve.

It is gratifying to note that the Canadian Manufacturers' Association of Toronto volunteered its assistance in any effort made by this Board to secure a reduction of the marine insurance rates on the St. Lawrence route, and it unanimously endorsed this Board's petition by a letter to the Secretary of State, on the ground that it felt very strongly that anything that militates against the success of the shipping trade by Canadian ports must act injuriously to the best interests of this country.

WINTER NAVIGATION.

The Council was, by invitation of the Harbour Commissioners, represented on a deputation which met the Dominion Cabinet at Ottawa on 12th Jan. inst., concerning winter navigation, etc., Messrs. Henry Miles, Geo. E. Drummond and C. E. Gault being the Council's representatives on the occasion, they expressing the opinion that the experiment should be made with an ice-breaking boat of endeavouring to keep the river open between Montreal and Quebec, as, if successful, it would mean the lengthening of our season of navigation by several weeks.

THE FRENCH RIVER ROUTE.

It being represented to the Council that it was desirable that consideration should be given to the possible improvement of the French River between Georgian Bay and Lake Nipissing, the matter was referred to the following committee:—Henry Miles, Chairman; Geo. E. Drummond, Fred. W. Evans, C. E. Gault, W. I. Gear, A. J. Hodgson, John Macfarlane, Alex. McFee and David Robertson. That committee's report as follows was adopted by the Council on 16th Jan. inst., and a conference with the Hon. Mr. Tarte is being arranged for in accordance with its recommendation:—

The Committee, appointed by the Council to consider the proposed improvement of the French River between Georgian Bay and Lake Nipissing, and its probable bearing on the port of Montreal and the St. Lawrence route, begs respectfully to report:—

That, in its opinion, such a project, embodying, as it does, deep water navigation between the Great Lakes and Lake Nipissing, is of the greatest importance to Montreal as the national port of the Dominion and to the St. Lawrence route.

In the opinion, therefore, of this Committee, the Council of the Montreal Board of Trade should seek an early opportunity of conferring with the Honorable the Minister of Public Works, with a view to having such further survey and examination made as may be necessary to determine the feasibility of the proposed improvements from an engineering and financial standpoint.

MORE STRINGENT INTERPRETATION BY RAILWAY COMPANIES OF
"OWNER'S RISK" CLAUSE.

Early in the spring the railway companies changed their regulations so that shippers were compelled to sign bills of lading for certain classes of goods at "owner's risk" which were previously carried without that limitation. The Council, being aware that shippers considered this change a grievance, adopted the following resolution, which was communicated to the

Minister of Railways and Canals and to the General Managers of the Railway Companies:—

“Resolved—That the Council of the Montreal Board of Trade, having learned of the action of the Canadian railways in adopting a more stringent policy with reference to merchandise carried at “owner’s risk,” mentioned in classification No. 11, respectfully protests against such action, which, if carried into effect by the Railway Companies, would, in the Council’s opinion, be an injustice to both consignees and shippers.”

The Minister replied by communicating a memorandum prepared by the Law Officer of his Department with reference to the matter. This memorandum proved that classification No. 11, referred to in the Council’s resolution, did not introduce any new or arbitrary rule or oppressively alter the classification with respect to “owner’s risk,” but, as the Council had not taken that position, but represented only that a more stringent policy had been adopted, argument on that point seemed scarcely necessary. During the fall months it became known that the railway companies had practically met shippers’ views with regard to this matter by not insisting upon the insertion of the “owner’s risk” clause in their freight contracts.

POSTAL MATTERS.

Renewal of trans-Pacific Mail Contract.—The Yokohama and Hiogo Chambers of Commerce wrote in May seeking the Council’s support in securing the renewal of the present contract between the Imperial Government, the Canadian Government and the Canadian Pacific Railway Company, for the renewal of the trans-Pacific mail service *via* Vancouver, and urging that a fortnightly service throughout the year be, if possible, arranged for. As the contract does not expire until April, 1901, and nothing could be done until towards that date with regard to the matter, the Council acknowledged the two letters, and promised careful consideration of their requests whenever the question of the renewal of the mail contract is under consideration by the two Governments.

CUSTOMS MATTERS.

Government not responsible for goods in custody of Customs Officers.—Correspondence with the Department of Customs as to the liability of the Government for loss of goods in Customs warehouses by robbery or fire showed that, according to the following decision given in a case tried before the Exchequer Court, the Crown is not liable for the loss while in the custody of the Customs Officers:—

“The plaintiff sought to recover from the Crown the sum of \$165.74 and interest, for the duty paid value of a quantity of glaziers’ diamonds alleged to have been stolen from a

box, in which they had been shipped at London, while such box was at the Examining Warehouse at the port of Montreal.

Held,—1. That, admitting the diamonds were stolen while in the Examining Warehouse, the Crown is not liable therefor.

2. In such a case the Crown is not a bailee. The temporary control and custody of goods imported into Canada, which the law gives to the Officers of the Customs to the end that such goods may be examined and appraised, is given for the purpose of the better securing the collection of the public revenue. Without such a power the State would be exposed to frauds against which it would be impossible to protect itself. For the loss of any goods while so in the custody of the Customs Officers the law affords no remedy, except such as the injured person may have against the officers through whose personal act or negligence the loss happens."

In view of the foregoing decision, and seeing that, even if the law were amended so as to make the Government responsible for such losses, it would be difficult to prove that the losses had not occurred before the goods were received into the Examining Warehouse, the Council deemed it inexpedient to take action in the matter; the more especially that there appeared to be no general complaint on the part of importers with regard to the present law.

CANADA EXCLUDED BY GERMANY FROM ITS MOST-FAVoured-NATION TREATMENT.

The action of Germany in excluding imports from Canada from the advantages of its most-favoured-nation clause, seriously interfered with our grain export trade to that country and the question of endeavouring to again obtain access to that market on the most favourable terms was given very full and careful consideration by your Council. The matter was, however, complicated by the fear that any representations to the Dominion Government in favour of securing most-favoured-nation treatment from Germany for this country might be construed into a willingness on the part of this Board that some tariff concessions should be made to Germany, but finally the following resolution was unanimously adopted Dec. 12, and communicated to the Premier, by whom it was duly acknowledged:—

"Whereas, the German Government, on August 1, 1898, excluded imports from Canada from the privilege of the most-favoured-nation clause, thus putting them under the maximum tariff, whereunder the duties on grain and other products are such as to almost entirely prohibit their importation into Germany;

"Whereas, Canada admits the products of Germany coming into competition with her own industries upon as favourable a basis as that accorded to the products of any foreign country, and such imports from Germany are increasing annually, and

"Whereas, the duties levied by the Government of Canada upon the products of Germany are, upon the average, very much lighter than the duties levied upon the same goods by other competitive nations to which Germany is now granting the full privilege of her most favoured nation tariff;

"Therefore resolved—That the Council of the Montreal Board of Trade hereby prays the Dominion Government to take immediate steps to bring to the notice of the Government of Great Britain the fact that our grain and other products are almost entirely prohibited from importation into Germany under the *modus vivendi* existing since the abrogation of the Anglo-German treaty of 1865, and to impress upon the British Government that Canadian products should be hereafter admitted into Germany under the minimum tariff granted by her to the most favoured foreign nations."

INSOLVENCY LEGISLATION.

No progress whatever has been made during the past twelve months towards securing from the Dominion Parliament the long-desired legislation for the equitable distribution of insolvent estates, nor indeed was any expected, for quite early in the year the Council was advised that the Premier had definitely said that the Government would not introduce insolvency legislation during that session of Parliament. Your Council felt, however, that it could not allow Parliament to meet without renewing the oft-preferred request of this Board for the passage of insolvency legislation, and so the following resolution was unanimously adopted and forwarded to the Premier, by whom it was formally acknowledged:—

"Resolved,—That the Council of the Montreal Board of Trade, which has for many years, in conjunction with other commercial organizations throughout the country, endeavoured to procure the passage of insolvency legislation, is most anxious that such legislation should be adopted during the present session of the Dominion Parliament;

That, upon the introduction early last session of Mr. Thomas Fortin's bill respecting insolvency, the Council, after consideration of its provisions, gave its hearty support to the bill and used every effort to induce the Government to secure its passage, and that, as the commercial and banking interests, in their anxiety to secure such legislation, had agreed to compromise their divergent views on certain details of that bill, the Council confidently expected that it would receive the Government's support and thereby become law;

That, to the Council's great disappointment, the Government decided not to assist in promoting insolvency legislation during that session, which decision led Mr. Fortin to abandon his bill;

That the need for insolvency legislation is as urgent now as ever, the absence of such giving opportunity for unjust preferences and fraud, which have a disastrous effect upon the commercial reputation of the country;

That the Council therefore renews its prayer for the passage of insolvency legislation, and hereby most earnestly urges the Dominion Government to take such steps as will ensure the adoption during the present session of Parliament of a law providing for the equitable distribution of the assets of insolvent debtors."

Copies of the resolution were also sent to the Members of Parliament or this city and to Mr. Thos. Fortin, M. P.

MUNICIPAL AFFAIRS.

Taxation of Machinery.—In support of the action of the Council of 1899 towards securing the exemption of machinery from taxation, the Board at its last annual meeting adopted the following resolution which was communicated to the Provincial Premier, by whom consideration was promised :—

“ That the Montreal Board of Trade hereby prays the Legislature of the Province of Quebec to amend the Charter of the City of Montreal by removing therefrom the power now given to the Corporation to tax machinery.”

On February 19 the following draft amendment to the City Charter Bill, embodying the views of this Board on the question, was communicated in English and in French to the members of the Private Bills' Committee and to the City's representatives in the Legislature :—

II. “ Article 361 of the said Act is replaced by the following :—

361. All immoveable property situated within the limits of the City of Montreal shall be liable to taxation and assessment, except such as may be hereinafter declared exempt therefrom.

Immoveable property shall comprise lands, buildings erected thereon, exclusive of machinery and other property even when so fixed or related to any building or land as to form in law part of the realty, and immoveable property shall also comprise all pipes, poles, wires, rails, tunnels and other constructions and apparatus of every nature used in connection with the distribution of power, light, heat, water, electricity or for traction purposes, whether any of the same be constructed or placed upon, over or under property, streets, highways, or elsewhere within the limits of the City.

The Council may make by-laws to impose and levy an assessment on taxable immoveable property in the City, subject thereto, not to exceed one per cent. of the assessed value of such property, for which assessment such immoveable property shall be liable and also the owner thereof personally.”

There was some opposition at Quebec to the wording of this clause and several amendments were proposed, but the taxation clause was finally passed in the following shape, and it is satisfactory to note that it does not materially differ from what was suggested by the Council of this Board.

II. “ Article 361 of the said Act is replaced by the following :—

361. “ All immoveable property situated within the limits of the city of Montreal shall be liable to taxation and assessment, except such as may be hereinafter declared exempt therefrom.

Immoveable property shall comprise lands, buildings erected thereon and other property so fixed or attached to any building or land so as to form part thereof, but shall not include industrial machinery, tools and shafting, save only such as is employed for the purpose of producing or of receiving motive power ; and also all pipes, poles, wires, rails, tunnels and other constructions and apparatus of every nature used to produce or distribute for public use, motive power, light, heat, water, electricity, or for traction purposes, constructed or placed thereon, over or under property, streets, highways, or elsewhere within the limits of the city.

The Council may make by-laws to impose and levy, on taxable immoveable property

in the city, an assessment not to exceed one per cent. of the assessed value of such property according to the valuation role; such assessment shall be a charge upon the immoveable property, and the owner thereof shall be personally liable therefor."

The work done in connection with the amendment of the City Charter Bill by the Council's Municipal Affairs' Committee, and especially by its Chairman, Mr. F. W. Evans, received warm recognition from the Council, and this opportunity is taken to acknowledge the great services rendered by Mr. Robert Bickerdike, M. L. A., in the same connection.

Joint Stock Companies' Vote.—Advantage was taken of the revision of the City Charter Bill to renew former effort made by this Board towards procuring the insertion therein of clause 45 of the original bill whereunder joint stock companies were given the right to vote, but, much to the Council's regret, the effort proved unsuccessful.

Alienation of a portion of Mount Royal Park opposed.—The bill to amend the City Charter containing a clause authorizing the city to donate a portion of the park to the Hotel-Dieu, your Council opposed that clause by adopting the following resolution which was forwarded to the Hon. F. G. Marchand, Premier; Hon. F. E. Gilman, Hon. J. K. Ward and Mr. R. Bickerdike, M. L. A. :—

"That the Council of the Montreal Board of Trade views with alarm the introduction of a clause in the amendments to the Montreal Bill in the Legislative Council which would have the effect of alienating a portion of Mount Royal Park;

"That the Council has on previous occasion recorded its wish that no such alienation should be permitted, and it, therefore, earnestly prays that any clause having such an object in view may be removed from the amendments to the Montreal Bill now before the House."

Unfortunately, the opposition to this clause, although co-operated in by other organizations interested in the City's welfare, was not successful, and the clause now forms part of the City Charter.

Coal Oil Storage on Wellington Basin opposed.—In consequence of application being made to the Civic Fire Committee for permission to erect a coal oil storage on the south side of Wellington Basin, your Council, at instance of the Canadian Fire Underwriters' Association, addressed letters to the City Council, to the Chairman of the Fire Committee, and to the Minister of Railways and Canals, protesting earnestly against permission being given for the erection of a coal oil storage at the place named or at any other point in the upper part of the harbour where a conflagration would let loose the burning oil among the shipping and adjacent warehouses. The Council's efforts in this connection were, however, not successful, and the storage warehouses were subsequently erected.

MONTREAL BUSINESS MEN'S LEAGUE.

As the result of a letter addressed to the Council by Mr. Henry Miles, First Vice-President, the Council on 9th May approved the formation of a Business Men's League, whose objects would be—to promote travel in this Province,—to encourage and facilitate the holding of conventions and other gatherings in Montreal,—to promote certain municipal improvements, especially as to the streets, squares and parks. Thereafter, the Council's Municipal Affairs' Committee, to whom the matter was entrusted, issued, to a large number of residents, a circular seeking support for the proposed League. The response to that circular being satisfactory, the Committee expressed the opinion that it had gone as far in the matter as a provisional committee could, and, therefore, recommended the appointment of a small executive committee to carry on the active work of the organization. The Council, thereupon, constituted Messrs. F. W. Evans, Chas. Chaput, Geo. E. Drummond, James W. Knox and Henry Miles the Executive Committee of the Montreal Business Men's League, and stated that its first duties should be to obtain incorporation, and report to the Council draft by-laws and nomination for an advisory committee.

At the first meeting of the Executive Committee of the League Mr. Henry Miles was elected Chairman. The collection of members' subscriptions is being proceeded with actively, and draft by-laws have been submitted to the League's solicitors for opinion prior to seeking the approval of the Council. Incorporation is being sought from the Legislature of Quebec, and the following notice appeared in the December issue of the *Quebec Official Gazette*:—

Notice is Hereby Given—That application will be made to the Legislature of the Province of Quebec by Messrs. Henry Miles, Importer; Fred. W. Evans, Insurance Manager; Charles Chaput, Merchant; James W. Knox, Merchant; George E. Drummond, Manufacturer, all of the City and District of Montreal, for a bill to incorporate them and others who may join them under the name of the "Montreal Business Men's League," with the following objects: to promote and develop tourist and sportsmen travel in this Province, to encourage and facilitate the holding of conventions and other gatherings in the City of Montreal, to promote municipal improvements therein, especially with regard to the cleanliness of streets and the embellishment of parks and squares and other objects of a kindred character.

FOSTER, MARTIN & ARCHIBALD,
Attorneys for Applicants.

MONTREAL, December 13, 1900.

As the result of an invitation extended by the Mayor of this City and your Council, which was presented by Mr. Miles when attending, in Chicago, the Annual Convention of the National Wholesale Druggists' Association of America, and the semi-annual meeting of the Proprietary Association of America, those two Associations will hold their next annual conventions in Montreal in September next. The efforts made by the Montreal Business Men's League to secure the holding of conventions here, have been successful in four instances, and the Council considers that these first-fruits of organized efforts towards securing the holding of conventions in this city should be an incentive to the commercial community here to actively support the League.

QUEBEC LEGISLATURE.

Bill No. 89, "An Act to amend Article 85 of the Civil Code."—This amendment substituted for the second clause of Article 85, whereunder the indication of a place of payment in any note or writing wherever it was dated was equivalent to election of domicile at the place so indicated, the following clause which is precisely contrary in its effect:—

"The fact of dating a promissory note or other writing whatever at a place, or of making it payable at a place other than that where it was really made and passed, does not constitute an election of domicile at such place."

The Council joined the Quebec Board of Trade in opposing this amendment, considering that it would render procedure to recover on commercial paper more difficult and costly, and thereby cause the trade of the Province much injury. Unfortunately, the opposition to the bill was not successful, and it became law. The Council, however, having learned on high legal authority that the injurious features of the bill might be counter-vailed by inserting in the note itself an "election of domicile" at the place where it is intended to execute the suits in case of non-payment of the note, the Council thereafter published the information for the benefit of members and others interested, suggesting the use of the following form for stamping notes:—

"Accepted, payable at Bank at,
at which Bank I elect to make domicile."

In connection with this matter the Wholesale Dry Goods Association of this Board subsequently wrote expressing its anxiety that the Council should, at next session of the Quebec Legislature, endeavour to have the clause as it originally stood restored, and this letter should receive the early attention of the incoming Council.

Bill No. 100, "An Act to amend Article 599 of the Code of Civil Procedure," which provides that the whole of salaries not exceeding \$1.50 per day should be exempt from seizure, was approved by the Council, and the Premier and Mr. Bickerdike, M. L. A., were telegraphed to that effect.

Granting of bonuses by the Provincial Government to private firms for business purposes opposed.—At request of the Butter and Cheese Association a resolution adopted by it protesting against the Provincial Government granting bonuses to private firms for business purposes was communicated with the Council's endorsement to the Provincial Premier and the Montreal members of the Legislative Assembly.

Bill No. 96, "An Act for the Incorporation and Regulation of Business Companies."—Copies of this bill were not procured until quite late in the session, and after a cursory examination of its provisions, the Premier was telegraphed that the Council found it contained some objectionable features, and as time did not permit of full consideration of so important a measure before the close of the session, the Council prayed that the bill be left over until next session. The Premier replied that the Government considered it better to pass the bill that session so as to have a year's experience of its actual working before another session, but that he was willing to delay the prorogation of the House any reasonable time to afford the Council opportunity to examine the bill and express an opinion thereon. The Council, therefore, gave further consideration to the bill, and assisted by Mr. Bickerdike, M. L. A., and Mr. Seth P. Leet, the solicitor who drew up the bill, formulated a number of suggested amendments, which were, thereafter, embodied in the following resolution unanimously adopted and communicated to the Premier and to Mr. Bickerdike, M. L. A. :—

"That the Council of the Montreal Board of Trade has made such examination of Bill No. 96 : 'An Act for the incorporation and regulation of Business Companies,' as has been possible in the limited time at its disposal, and, while not expressing an opinion on the Bill as a whole, the Council asks that the following amendments be made thereto, particularly those to section 14, clause 6, and to section 32."

Add to sec. 7 or make a separate clause providing as follows :—

"That the registered office of the Company shall be the domicile as well of the Company as of its Directors and Officers for all proceedings and notices that parties may require to take or give arising out of the affairs of the Company.

Add a provision as follows :—

"That the promoters of the Company shall be jointly and severally responsible to any original or future shareholders or creditors for any material misrepresentations contained in the prospectus of the Company issued by them and on which such stockholders or creditors have acted, and the Directors of the Company shall, in like manner, be jointly and severally responsible for any material misrepresentations contained in any statement of the Company's affairs."

Add to sec. 13 the following words:—

“And at least twice in one leading English and one leading French daily newspaper in the City of Montreal.”

Sec. 14, clause 6, add the following words:

“The total of which shall not be less than fifty per cent. of the authorized capital.”

In sec. 14, alter clause No. 9 to clause No. 12, and change its wording so that it reads thus:—

“12. If the duration of the Company is limited, the period of its duration.” Make clauses (a), (b) and (c) clauses 9, 10 and 11.

Sec. 23 add the following words:—

“Nor thereafter unless such qualification be fully maintained.”

Sec. 30. Amend so as to read thus:—

“Incorporators and shareholders may be represented at any meeting by proxy in writing by any shareholder.”

Sec. 31. Add following provision here or elsewhere:—

“That the holder of stock who is in arrears of calls shall have no right to vote.”

Sec 32. Amend second clause so that it reads thus:—

“By-laws made by the Directors under powers so conferred shall not conflict with the provision of the certificate of incorporation, and such by-laws may be altered or repealed by the stockholders at any special meeting called for that purpose, and upon due notice, or at the annual meeting without notice.”

Sec. 44. Amend so as to read thus:—

“Any Company may, by making suitable provision in its certificate of incorporation, issue bonds and debentures to the extent of seventy-five per cent. of its actual paid up stock, and may mortgage or pledge, by way of security therefor, any of its property or assets, real or personal.” This amendment provides that the remainder of this section, from the words “and give to the holders” to the words “those of the stockholders,” be struck out.

Secs. 52 and 55. The word “inspector” or “inspectors” should preferably be “scrutineers.”

Sec. 64. The word “gestion” should preferably be “management.”

Sec. 67. Amendment desired so that the report, herein referred to, shall be filed with the Prothonotary of the Superior Court as provided for certificates in Sec. 11.

Sec. 73. Amend by striking out the words “Board of Directors shall from time to time determine,” and insert in their place “by-laws may provide.”

Intimation was subsequently received from Mr. Bickerdike, that in view of the Council's objections to the bill, and of its previously expressed desire that such legislation should not be adopted at this session, the bill had been left over until next session. The Council was greatly pleased at this decision, as it afforded time for the full consideration needed for such sweeping changes as the bill proposed in legislation respecting the future incorporation of business companies.

WHOLESALE DRUGGISTS' LIQUOR LICENSE.

In response to the request on June 30th of a number of wholesale druggists, the Council wrote the Provincial Premier, Hon. F. G. Marchand, supporting the druggists' desire for delay in the imposition of the new tax for the sale of liquors, as wholesale druggists would be thereunder com-

pelled to pay the same tax as wholesale liquor dealers, which, in most cases, would amount to more than druggists would make in selling alcohol and tonic wines, which are the only kinds of liquor they handle. The Premier consented to the delay asked for, and thereby saved those firms who objected to paying the tax from being proceeded against in the courts.

INSPECTION OF FOREIGN GRAIN.

The circumstance that the inspection law did not provide for the inspection of other than Canadian produce caused some European importers to regard as illegal the inspection certificates for United States grain issued by the Montreal Inspector, although, as he had the Government's permission to inspect such grain and performed such inspection as carefully and in the same method as if it were fully legalized, there was but little reason for the exception taken thereto. The Government, however, to remove any doubt which might exist as to the legality of such inspection, procured an amendment of the Inspection Act whereby the inspection of foreign grain is legalized, and thus all possible cause of complaint on this score has been removed.

COMPLAINT AGAINST MONTREAL GRAIN INSPECTION.

Complaints from various transatlantic trade organizations, with regard to the inspection of United States corn at this port, have been received by the Council, and after consideration of same they were transmitted to the Department of Inland Revenue at Ottawa, which controls all inspection offices. The result of the Department's consideration of the representations made is the recent appointment of a Royal Commission to investigate the matter.

LICENSING OF WEIGHERS AT GRAIN ELEVATORS.

In compliance with the request of the Corn Exchange Committee of Management the Council fulfilled, by the adoption of the following minute, the provisions of the Act of 1887 providing for the examination and licensing of weighers at grain elevators:—

“That acting under Article 2 of chap. 37 of Act 50-51 Vic., the Council of the Montreal Board of Trade hereby requires that on and after May 14th, 1900, no weigher shall be employed in connection with a grain elevator in this district who has not been licensed by this Council and taken and subscribed before a Justice of the Peace the following oath of office:—“ I, A. B., do solemnly swear (or affirm) that I will faithfully, truly and impartially, to the best of my skill and ability, execute and perform the duties of weigher ; So help me God;”

"That the Council hereby empowers the Board of Grain Examiners annually appointed under the Inspection Law to examine any persons as to their capacity to perform the duties of a weigher of grain, and that the Council may thereafter, if satisfied of the fitness of an applicant to perform those duties, issue a license to him to act as a weigher of grain, such license to be valid for the succeeding twelve months only."

The Board of Examiners for wheat and other grain subsequently examined, with the assistance of an expert, Mr. J. T. Adamson, the Assistant Weigher, Measurer and Gauger, the employees presented by the managers of the grain elevators in this district, and reported that all were found capable to perform the duties of a weigher of grain. The Council thereafter issued licenses for said weighers, who all took the required oath of office.

CESSATION OF CHICAGO QUOTATIONS ON TICKER SERVICE.

On July 19th the Great North Western Telegraph Company notified the Board that, owing to the fact that it could not arrange satisfactory terms with the Chicago Board of Trade for the supply of that Board's market quotations, it would be impossible for the Company to send these quotations over the ticker after August 1. The Chicago quotations accordingly ceased on that date, and, as they are by far the most valuable portion of the ticker service, an effort was made to secure from the Telegraph Company a substantial reduction in their charge of \$125 per month for that service. The Company replied by offering the alternative of paying \$100 per month or to have the ticker removed, and the Council, unwilling to deprive members of all market quotations, consented to pay that charge, which, as the following extract from a letter received from the Corn Exchange Committee of Management will show, is considered much too high:—

"I am directed by the Committee of Management to say that the charge of twelve hundred dollars per annum for the ticker service, although reduced by three hundred dollars from the former figure, is still out of all proportion to the value of the information furnished by that service."

TECHNICAL EDUCATION.

At request of the Ottawa Board of Trade the Council endorsed action, taken by that body, towards steps being taken for the inauguration by the Dominion Government of a thorough system of industrial and technical education.

FOURTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

While the invitation for this Board to be represented at the Fourth Congress of Chambers of Commerce of the Empire was accepted in 1899, consideration of the subjects to be presented thereat and the appointment of

delegates thereto was left to your Council. The former of these two matters occupied your Council's attention at several meetings, a final pronouncement on the two most important subjects, viz., "Commercial Relations between the Mother Country and her Colonies and Dependencies" and "Defences of the Empire," being procured from a special general meeting of the Board held on March 6th. The securing of suitable representatives from this Board who could attend the Congress proved a somewhat difficult task, several of the gentleman appointed being unable to proceed to England at the date thereof. Finally, the Hon. Geo. A. Drummond, who was visiting Europe about the date of the Congress, very kindly agreed to the Council's request to act as a representative of this Board, and our Secretary, Mr. George Hadrill, was also appointed a delegate.

The following were the instructions to our delegates to the Congress, these embodying the resolutions adopted by the special general meeting of the Board on "Commercial Relations," "Imperial Defence" and the "Decimal System of Weights, Measures and Currency;" also the views of the Council on the other items on the agenda of the Congress:—

Instructions to delegates from the Montreal Board of Trade to the Fourth Congress of Chambers of Commerce of the Empire upon the subjects communicated by the London Secretary as already decided upon for consideration by that Congress.

1. Commercial Relations between the Mother Country and Her Colonies and Dependencies.—Resolution adopted by the General Board as follows:—

"Whereas, in the opinion of this Congress, the time has arrived when Great Britain, her Colonies and Dependencies should take united action for the adoption of all desirable measures conducive to the strength, progress and permanent solidarity of the Empire, and,

"Whereas, it is generally recognized that the Colonies should contribute towards the cost of the naval and military defence of the Empire, and, further, that an advantageous commercial bond is one of the strongest links in national unity, and that the maintenance and strengthening of trade is the keystone of a nation's successful development;

"Therefore resolved—That, in the opinion of this Congress the bonds of the British Empire would be materially strengthened and a union of the various parts of Her Majesty's dominions greatly consolidated, (a) by the Colonies contributing towards the naval and military defence of the Empire, (b) by the adoption of a commercial arrangement that, while conserving the present freedom of action as to the fiscal policies most suitable to the geographical conditions and diversified interests of the individual countries composing the Empire, will provide for the imposition of a moderate special *ad valorem* duty on importations from foreign countries to be levied uniformly by all parts of the British Empire, thus, not only providing revenue for joint imperial responsibilities, but also inaugurating a

policy of mutual benefit whereby each component part of the Empire would receive an advantage in trade as a result of its national relationship ;

“ And further resolved—That, in order to make the foregoing operative, the Chair shall appoint, before this Congress dissolves, a representative and proportionate Committee of Home and Colonial delegates to devise a scheme based upon the above resolutions, and to report to this Congress, and that a copy of these resolutions be officially forwarded to the Home Government and to the Governments of the Colonies and Dependencies.”

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| 2. Inter-Colonial Trade Relations | } Left to discretion of delegates. |
| 3. Foreign and Colonial Bounties | |
| 4. Foreign Competition. | |

5. Boards of Labour Conciliation and Arbitration.—That this Board would view with favour the establishment of Boards of Labour Conciliation and Arbitration.

6. Codification of the Commercial Law of the Empire.—That this Board is of opinion that a codification of the Commercial Law of the Empire would be of great value to inter-colonial trading, as also in the trade relations between Great Britain and Ireland and the Colonies.

7. Bills of Exchange, Uniform Procedure.—That the Board believes that a uniform procedure with Bills of Exchange would be most desirable.

8. Bills of Lading Reform.—That the Board considers that a reform in regard to Bills of Lading is possible; that uniformity should be secured, and that thereby legal contention between the shipper and public carrier would be lessened.

9. Commercial Education.—That the Board regards the question of Commercial Education as one of the utmost importance, and that every legitimate influence should be brought to bear upon institutions of learning to aid commerce by the establishment of practical courses of study fitting young men for business pursuits in the same degree that effort is made under the present educational system to fit them for the various professions.

10. The Decimal System of Weights, Measures and Currency.—Resolution adopted by the General Board as follows :—

“ Resolved—That the Montreal Board of Trade, believing that most beneficial results would follow the adoption by the British Empire of a uniform system of decimal currency and weights, endorses the principle, and hereby instructs its delegates to the forthcoming Congress in London to favour such measures as shall lead to the adoption of that system.

11. Light Dues.—Resolution adopted by the Council as follows :—

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

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

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

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

12. Railways, Light Railways, Railway Communication with India and the East.—Left to discretion of delegates.

13. Secret Commissions.—Left to discretion of delegates.

14. Arbitration for International Disputes.—The Board favours the principle of arbitration for international disputes.

15. Imperial Trade Marks' Registration and Patent Law.—That this Board favours an Imperial Trade Mark Registration and Patent Law in view of the fact that, whereas the proprietors of Trade Marks have a certain security under present laws, said security would be enhanced, and, further, Canadian inventors would secure a just protection.

16. Cable Communication, Construction, Rates, Codes.—Board favours increased cable communication and cheapening of charges.

17. Steamship Communication, Rates, Subsidies, War Risks, Insurance.—The Board considers that the increase of steamship communication between the various parts of the Empire would tend to develop intercolonial trade. In insurance the classification of losses by locality of loss is desirable instead of classification by locality of office through which loss is made.

18. Closer connection between Governments and Chambers of Commerce by establishment of Commercial Advisory or Consultative Councils, Home and Colonial.—Left to discretion of delegates.

19. Supply of Government Publications to Chambers of Commerce and Mutual Interchange of Documents.—That this Board is of the opinion that the supply of Government publications to Chambers of Commerce and the mutual interchange of documents and reports connected with commerce of the Empire would be of value.

20. Representation of United Kingdom in Colonies and in other parts of the Empire for the promotion of mutual trade.—That this Board would regard as practical and of the greatest value the representation of the United Kingdom in the Colonies and in other parts of the Empire for the promotion of mutual trade.

21. Appointment of an Imperial Council to consider commercial questions of Imperial interest.—Left to discretion of delegates.

22. Copyright.

23. Municipal Trading.

24. Sugar Bounties.

} Left to discretion of delegates.

25. Defences of the Empire.—Included in resolution of General Board on Subject 1. above quoted.

The Secretary, upon his return from attending the Congress, presented the following report of its proceedings, your Council thereafter expressing its satisfaction at the manner in which Mr. Hadrill had discharged the duty of representing the Board at the Congress ;—

To the Council of the Montreal Board of Trade:—

GENTLEMEN,—

I beg to report respecting my attendance as a representative of this Board at the Fourth Congress of Chambers of Commerce of the Empire held in London, June 25th, 27th 28th and 29th.

Immediately after the arrival in London of the Board's other representative (the Honourable Geo. A. Drummond), I spent an evening with him, which was devoted to going over the instructions you formulated for the guidance of your representatives at the Congress.

The Congress was opened at ten o'clock on Tuesday morning, June 26, by the Honorary, President, the Right Honorable the Earl of Selborne, Under Secretary of State for the Colonies, whose address, which you will find on pages six and seven of the official report of the Congress, I beg to commend to your attention. The key-note of that address was Imperial Defence, which Lord Selborne said was a question which was operating more than any other to draw the different parts of the Empire together, and which, in view of the intertwining at the present moment of questions of commerce and of foreign policy, made it a subject specially fit for discussion at the Congress. Lord Selborne remained in the chair for about two hours, and his masterly conduct of the somewhat intricate business of the meeting won very general admiration. Upon Lord Selborne leaving the chair it was taken by the President of the Congress, Albert G. Sandeman, Esq., President of the London Chamber of Commerce, who presided with ability and marked courtesy at all the other sessions of the Congress.

The first resolution offered was on "A Consultative Imperial Council," the Toronto and Vancouver Boards' resolutions thereon being withdrawn in favour of that of the Birmingham Chamber as follows:—

That the increasing cordiality and sense of union between the United Kingdom and her Colonies renders practicable the proposal for the formation of a Consultative Council of Representatives to deal with Colonial questions, a resolution on which subject was unanimously adopted at the last Congress of Chambers of Commerce of the Empire, and that the matter be brought under the notice of Her Majesty's government.

The Honourable Mr. Drummond spoke to this resolution to the effect that, while favouring the principle thereof, he took strong exception to the words "increasing cordiality" as being entirely inadequate to represent the feeling of the Colonies towards the Mother Country. Mr. Drummond's speech was a very spirited one, and it was frequently interrupted by cheers and applause. The resolution was thereafter amended with a view to meeting Mr. Drummond's objection, and unanimously adopted as follows:—

That the feeling of Imperial citizenship throughout the Empire, and the sense of union already attained between the Mother Country and her Colonies, render practicable and advisable the formation, at an early date, of an Imperial and Consultative Council of Representatives, in which the Motherland and the Colonies shall have due representation, to consider and advise upon Colonial and Imperial questions, and that the matter be brought under the notice of Her Majesty's government.

The next subject was Commercial Relations between the Mother Country and her Colonies and Dependencies, and it was introduced by the President of the Toronto Board speaking to that Board's resolution, copy as follows:—

"Whereas, it is generally recognized that an advantageous commercial bond is the strongest link in National Unity, and that the maintenance and strengthening of trade is the keystone of a States' successful development ;

"And, whereas, the existence of an Empire is largely dependent upon the material prosperity of its people ;

"Therefore be it resolved—That, in the opinion of this Congress, the bonds of the British Empire would be materially strengthened and the union of the various parts of Her Majesty's dominion greatly consolidated, by the adoption of a commercial policy based upon the principle of mutual benefit, whereby each component part of the Empire would receive a substantial advantage in trade as the result of its national relationship ;

"Further resolved—That, in order to make the foregoing operative, the Chair shall appoint, before this Congress dissolves, a representative and proportionate Committee of Home and Colonial delegates to devise a scheme of this nature, and report to this or a similar Commercial Congress, and that a copy of this resolution be officially forwarded to the Home and Colonial governments concerned in the proposition."

To this the Sheffield Chamber offered the following amendment, which was carried by a vote of Chambers, sixty-two for, thirty-one against :—

"That, in the opinion of this Congress, it is advisable that a representative and proportionate Committee of Home and Colonial Delegates should be forthwith formed, on the nomination of the Chair, for the purpose of preparing a resolution embodying the principle of the resolutions of the Toronto Board of Trade, the Canadian Manufacturers' Association, the Ottawa, Halifax and Brantford (Ont.) Boards of Trade, and such parts of the resolution of the Montreal Board of Trade under the head of Defences of the Empire as is contained in sub-section (b) thereof, in order that this Congress may have before it a definite proposal upon the subject of the Commercial Relations between the Mother Country, her Colonies and Dependencies, and thus enable the Delegates to give to this all important subject that full consideration to which it is entitled at their hands."

The Chairman then appointed as follows the Committee required by the Sheffield resolution :—Mr. A. E. Kemp, Toronto, Hon. Geo. A. Drummond, Montreal ; Mr. H. P. Marsh, Sheffield ; Mr. J. Innes Rogers, London ; Mr. R. Strachan, Adelaide ; the Hon. James Balfour, Melbourne ; the Hon. D. F. Mackenzie, Calcutta ; Mr. A. F. Firth, Halifax ; Mr. W. F. Cockshutt, Brantford, Ont.

Unfortunately, the Hon. Mr. Drummond could not arrange to attend the meeting of that Committee, and, although I endeavoured to attend in his place, the Chairman ruled that such substitution could not be permitted, hence Montreal was not represented. The decision of that Committee was that the Toronto resolution fairly covered the whole ground and that it should, therefore, be taken as a basis for discussion ; also, that the question of Imperial Defence should be treated entirely separate from the question of methods of taxation, these views being embodied in the following resolution :—

"That this Committee is in favour of adopting the Toronto resolution as the basis for discussion, and that the Montreal and Ottawa resolutions, as far as they deal with defence, be allowed to stand as a separate question, omitting clause b (which deals with the system of taxation) in the Montreal resolution."

The meeting thereupon agreed with the Committee's recommendation, viz., that the Toronto resolution should be the basis for discussion, and that the following resolution offered by the Manchester Chamber should be taken as an amendment to the Toronto resolution :—

"This Congress, rejoicing in the growing evidences of unity between the Colonies and the Mother Country, and recognizing the material and political advantages of the largest possible exchange of commodities between the various portions of the Empire, is of opinion that all measures for the promotion of this end should respect the liberty of each portion to purchase in the cheapest market wherever it may exist."

A very lengthy discussion ensued which occupied the greater part of two days' sessions, and, it then being apparent that there was a sharp division of opinion, a conference between the Canadian delegates and the delegates from the following Chambers was held for the purpose of drafting a resolution that might be generally approved:—Manchester, Birmingham, Bristol, Halifax, Eng., Sydney, N.S.W. and Cape Town. That conference presented a draft resolution which, by consent of the meeting, was substituted for the Toronto resolution and the Manchester amendment, and carried unanimously amid loud cheers early in the morning session of the third day of the Congress. Copy as follows:—

"That this Congress urges upon Her Majesty's Government the appointment by them of a Royal Commission, composed of representatives of Great Britain and her Colonies and India, to consider the possibilities of increasing and strengthening the trade relations between the different portions of the Empire, and that the Chairman nominate a representative deputation to wait upon the Premier, the Secretary of State for the Colonies and the President of the Board of Trade, and lay the question fully before them."

The next business was the resolution of this Board on Commercial Relations, which by order of the Congress was considered under the head of Defences of the Empire, clause b, (advocating the adoption of a commercial arrangement providing for the imposition of a duty on importations from foreign countries to provide revenue for joint imperial responsibilities), being ruled out of order on the ground that the subject of Commercial Relations had been already dealt with. In the absence of the Hon. Mr. Drummond, the duty of moving this resolution devolved upon me, and, as the omission of said clause b rendered useless the last clause, providing that a Committee of Home and Colonial delegates should be appointed to devise a scheme based upon clause b, I asked and obtained the permission of the meeting to substitute for that clause, one from the Ottawa resolution providing for the appointment of a deputation to wait upon the Premier (Lord Salisbury) and represent to him the desirability of convening a conference to consider the subject and terms of the resolution. Mr. Thos. Macfarlane, of the Ottawa Board of Trade, supported our resolution, and it was carried as follows amid applause with only one dissident:—

"Whereas, in the opinion of this Congress, the time has arrived when Great Britain, her Colonies and Dependencies should take united action for the adoption of all desirable measures conducive to the strength, progress and permanent solidarity of the Empire, and

"Whereas, it is generally recognized that the Colonies should contribute towards the cost of the naval and military defence of the Empire, and, further, that an advantageous commercial bond is one of the strongest links in national unity, and that the maintenance and strengthening of trade is the keystone of a nation's successful development;

"Therefore be it resolved—That, in the opinion of this Congress, the bonds of the British Empire would be materially strengthened and the union of the various parts of Her Majesty's dominions greatly consolidated by the Colonies contributing towards the naval and military defence of the Empire;

"And that this Congress respectfully requests the President to appoint a deputation to wait upon the Prime Minister of the United Kingdom, and represent the desirability of convening a conference of representatives appointed by the Government of the Mother

Country, its Colonies and Dependencies, to consider the subject and terms of the foregoing Resolution."

While I much regret that the action of the Congress prevented any discussion of the specific recommendation of clause *b* of our resolution, I think that the Board is to be congratulated on having proposed and carried the resolution even as amended, for although shorn of its recommendation for special taxation of all importations from foreign countries to provide revenue for purposes of defence, the principle that the Colonies should contribute towards the cost of the defence of the Empire, and that an advantageous commercial bond is one of the strongest links in national unity, are both clearly set forth; moreover, in discussing the subject of Defences of the Empire at future Congresses, the Montreal Board of Trade will always be on record as having presented this resolution.

The next subject respecting which this Board had given special instruction was the "Decimal System of Weights and Measures," and in accordance with your instructions I voted for the following resolution, which was carried:—

"That this Congress is of opinion that the metric system of weights and measures should, as recommended by a Select Committee of Parliament in 1895, be legalized in all parts of the Empire (excepting India) for all purposes, and after a period of two years be everywhere rendered compulsory by Act or Ordinance; and that meanwhile the system should be thoroughly taught in all public elementary schools as a necessary branch of arithmetic, and that copies of this Resolution be sent to Her Majesty's Government and Her representatives in the Colonies with the request that they will give immediate and full effect to the proposals contained therein."

You will note that this resolution does not apply to currency, but only to weights and measures, the Congress being of opinion that, however desirable a decimal currency might be, the time was not yet ripe to press for its adoption.

On the forenoon of the last day of the Congress the subject of Light Dues was arrived at. There were two other resolutions on the agenda relating to this subject, one offered by the Vancouver Board of Trade, the other by the Newcastle, Eng., Chamber of Commerce, but both were withdrawn in favour of the Montreal resolution, which was proposed by me, seconded by the Newcastle representative, and carried unanimously as follows, with the understanding that a deputation of Colonial delegates would present it to the Colonial office:—

"Whereas, the system of maintaining the lighthouse service of a country by a tonnage tax on shipping entering its ports is inequitable, and does not generally prevail; and, whereas, the continuance of this system in Great Britain has provoked a retaliatory tax on the shipping of this country by the United States which is not imposed upon ships from countries enjoying a free lighthouse service, British shipowners thereby being placed at a disadvantage with their competitors; and, whereas, Canada, which maintains a free lighthouse service on its extensive coast line, suffers by reason of Canadian shipowners (when engaged in American trade) being compelled to pay, in addition to their share of the Canadian taxation, the dues in British ports and the retaliatory tax in the United States;

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

"That, with the view of encouraging trade with and between all parts of the British Empire, a reduction in light dues be made in favour of all vessels flying the British flag."

Having reported somewhat in detail with respect to the resolutions in which this Board was specially interested, I now record without comment the other resolutions adopted by the Congress:—

FAVoured-NATION CLAUSE.

“That, this Congress is of opinion that Her Majesty’s Government should take immediate steps, in conjunction with the Governments of the Colonies interested, in order to obtain for British Colonies most favoured-nation treatment from those countries which have granted most-favoured-nation treatment to the United Kingdom.”—Carried.

BRITISH INTERESTS IN THE FAR EAST.

“That the manner in which the Inland Waters Navigation Regulations have been interpreted by the Officials of the Chinese Government being such as to render the right to run steamers on the West River, and other Inland Waters, an almost valueless concession, the Secretary of State for Foreign Affairs be asked to open special negotiations with the Chinese Government in order to obtain a construction of these regulations more in accordance with the terms of the original agreement.”—Carried unanimously.

“That, in view of the steps now being taken by the various countries of Europe to open out the interior of China to trade and commerce, it is the opinion of this Congress that the Government should endeavour by every means in its power to protect the interests of the British trader, to assist him in obtaining concessions and to afford him all reasonable security against disturbance from the Chinese Government or aggression from Foreign Powers.”—Carried unanimously.

“That, in consequence of the rapid increase in the numbers, tonnage and speed of steamers employed in the trade, and the frequent discovery in some tracts of sunken rocks, not recorded on existing charts, the facts should be brought to the notice of Her Majesty’s Government that it is necessary to have made, with as little delay as possible, a thorough resurvey of the navigable channels and coast lines in eastern seas.”—Carried unanimously.

CODIFICATION OF THE COMMERCIAL LAW OF THE EMPIRE.

“That the Bills of Exchange Act of 1882, the Partnership Act of 1890 and the Sale of Goods Act of 1893 and other statutes, having shown the practicability and advantage of assimilating and codifying British Commercial Laws, it is highly expedient that the Commercial Laws of the whole British Empire should be assimilated and ultimately codified, and that Government be memorialized by this Congress to take the necessary steps to appoint, for these purposes, a Commission on which the United Kingdom and all the Colonies and Countries embraced in the Empire should be duly represented.”—Carried unanimously.

THE DEVELOPMENT OF BRITISH CENTRAL AFRICA.

“That this Congress records its hearty interest in the remarkable development of the Colony of British Central Africa, and the earnest satisfaction with which it views the progress of Commerce and Agriculture in that region; and

“That the Congress appreciates that in the past the development of British Central Africa has been seriously injured by the want of railway communication, and by the difficulties of the present mode of transport arising from the ravages of the Tsetse Fly, killing all draught animals, and by the want of an adequate or reliable supply of native carriers;

“That this Congress recognizes that the injury to the Colony is further aggravated by the fact that such a large proportion of the available native labour is absorbed in carrying on the present system of manual transport, that the greatest difficulty is experienced by planters and others in obtaining natives for working and developing their coffee estates.

“This Congress accordingly recognizes that a railway is absolutely necessary for the development of British Central Africa, both in the expansion of Trade and Agriculture, and in the opening up of the vast waterways of the great African Lakes, that natural high-way into the heart of Africa;

"And this Congress therefore signifies its desire to encourage a scheme for the construction of a light railway from Chiromo to Blantyre, and thence to the Upper Shire of the south end of Lake Nyasa, thus affording a reliable and speedy means of communication between the Shire and Zambesi and Lake Nyasa.

"This Congress agrees, by a representation to Her Majesty's Government or otherwise, to co-operate in any scheme which shall secure and further British interests in British Central Africa ;

"That, in view of the increase of traffic which will be assured in the near future, judging from the steady development of coffee planting and general trade in recent years, and the prospect of railway construction, the British Central Africa Chamber of Commerce have represented that increased means of direct communication from the United Kingdom to Chinde, the Port of British Central Africa, is necessary, and it is also hoped that more advantageous rates of freight and passages can be secured.

"The Congress agrees to further any proposal to obtain these advantages so far as lies in its power.

"That, on the subject of scientific research, the British Central Africa Chamber of Commerce have called attention to the importance of Her Majesty's Government's assistance in exploiting the natural resources of a new country and its aid in development of industry and research ;

"And this Congress therefore heartily endorses this suggestion and commends it to the further consideration of Her Majesty's Government."—Carried, four voting against.

BOUNTIES.

The discussion of this subject occupied the whole morning and part of the afternoon of the third day, when it was closed by the following resolution being carried by a very large majority :—

"That this Congress thinks the time has fully arrived for a settlement of the sugar bounty question, and requests Her Majesty's Government to enter, as soon as practicable, into a convention with Austria, Germany and other Powers who have expressed their willingness to abolish bounties, such convention to contain a penal clause prohibiting the entry of bounty-fed sugar into the territories of the contracting Powers."

TRADE MARKS.

"That, inasmuch as the various definitions of Trade Marks, obtaining in different countries of the world, constitute a great inconvenience and injury to the interests of those using Trade Marks, the attention of Her Majesty's Government be called to the great desirability of securing some approach, at all events, to a common definition of Trade Marks by all countries in which the registration of Trade Marks is in force."—Carried unanimously.

SECRET COMMISSIONS.

"That the system of Secret Commissions is injurious to the best interests of business, and that it is advisable that legislative measures be immediately introduced to put a stop thereto."—Carried unanimously.

ASSIMILATION OF TRADE STATISTICS.

"That this Congress of Chambers of Commerce of the Empire earnestly desires to represent to Her Majesty's Government that steps should be taken by the Governments of the principal commercial Powers to assimilate the statistical methods of their various statistical bureaux."—Carried.

INDIAN RAILWAYS.

"Whereas, the trade of India has for some years past been hampered by the scarcity of rolling stock on some Indian railways, and, as the development of the trade of India

with the Mother Country and its Colonies will continue to suffer unless an ample supply of rolling stock be provided,

"Resolved, that the Secretary of State for India be asked to appoint a commission to inquire into the present system under which indents for rolling stock are prepared, and funds allotted for same—and to make recommendations for an improved method by means of which the present dearth of rolling stock may be removed, and provision made for any further increase of rolling stock, as and when the same may be required."—Carried unanimously.

COMMERCIAL EDUCATION.

"That it is most desirable to take steps to urge the extension of Technical and Commercial Education throughout the Empire, and that, wherever possible, this education should be placed under public control; and that this Congress is of opinion that the utmost effort should be made throughout the Empire to encourage and furnish facilities for Commercial Education as a branch of technical and scientific study, and that the Home and Colonial Governments be moved to give grants in aid thereof, equal in amount to those bestowed on other science and art schools; and, further, that it is very desirable that Chambers of Commerce should be represented on Boards of Education in order to advance the interests of Commercial Education."—Carried unanimously.

COMMUNICATIONS WITH THE COLONIES.

"Whereas large territories and communities are being opened in North American, Asiatic and Pacific countries affording new markets, and where our rivals in commerce are daily growing stronger through improvements in ocean and land transit;

"And, whereas, the interdependence of all parts of the Empire is constantly growing, and the need of strengthening the connecting links becomes greater day by day;

"And, whereas, the increasing number and speed of steamships employed in North Atlantic traffic between European and Canadian ports is increasing the dangers of ocean travel, and thereby has caused an advance in insurance rates to the detriment of British-Canadian commerce;

"Resolved—That, in the opinion of this Congress, it is desirable that improved steam communication, commensurate with the large Imperial and commercial interests involved, should be, as early as possible, established between England, the Far East and Australia.

"Further resolved—That, in the interests of safety, well defined tracts should be used between the United Kingdom and Canadian ports, similar to those used by steamers sailing between British and United States ports.

"Further resolved—That the present unfair discrimination in marine insurance rates between the United Kingdom and ports in British North America should be abolished"—Agreed to unanimously.

IMPERIAL TELEGRAPHIC COMMUNICATIONS.

"That this Congress desires to call special attention to the necessity of completing the All-British Pacific Cable, not only on commercial grounds, but in the interests of the Imperial security;

"That this Congress recommends that support should be given to the action which the Imperial Telegraph Committee of the House of Commons is taking with the view of placing the important matter of electrical communication between the United Kingdom, India and the British Colonies and Dependencies on a footing commensurate with present conditions of Inter-imperial and Colonial relations;

"That copies of this Resolution be addressed to the Prime Minister, the First Lord of the Treasury, the Chancellor of the Exchequer, the Secretary of State for India, the Secretary of State for the Colonies, the Postmaster General and the Governors of the self-governing Colonies, urging that every reasonable opportunity may be given in Parliament for discussion of the position of the Telegraph Companies in relation to the Government, with a view to an immediate and satisfactory solution being found for the very serious grievances under which the Commercial and Industrial communities of the Empire have been laboring for a long time past; ———"

“ That in view of the great object to be attained, this Congress is strongly of the opinion that it would be wise policy to make full provision for ultimate State ownership in any arrangements hereafter made to lay cables, by private companies, between British possessions in any part of the globe ;

“ That this Congress recommends that the principle of State ownership be especially provided for in the cable proposed to be laid by a private company between South Africa and Australia ;

“ That this Congress urges upon Her Majesty's Government the importance of instituting a searching investigation by the Departmental Committee, promised by the Government, into both the shortcomings and the merits of a private system of cables, and, consequently, into the desirability or otherwise of adopting such a course or policy in the future as would lead to the ultimate expropriation of private cables and the establishment of State owned cables throughout the Empire, and to report thereon at the earliest opportunity, such report to be accessible to the public.—Unanimously agreed to ;

“ That the Secretary of State for War be asked to cable to Field Marshal Lord Roberts, requesting a relaxation of the Censorship on cable messages, so that messages to and from South Africa be allowed to go through on the code system, especially as cypher cablegrams are allowed to pass between inhabitants of foreign countries and Delagoa Bay.”

Carried on a division, twenty-two voting for and thirteen against.

SURTAX ON COLONIAL SPIRITS.

“ That this meeting of Chambers of Commerce of the Empire, recognizing the injustice of the surtax or extra duty of 4*d.* per gallon levied on spirits from Colonies whose excise regulations are under the control of the Colonial Office, urges Her Majesty's Government to place such Colonies on a Free Trade basis with the Mother Country.”

The following memorandum was circulated among the delegates with regard to this resolution. The resolution was carried.

“ An additional duty or 4*d.* per proof gallon over and above the internal Revenue Tax is imposed upon all Foreign and Colonial Spirits imported into Great Britain.

“ The Chancellor of the Exchequer, from his place in Parliament, said on April 28th, 1898 : ‘ The Surtax (or extra duty of 4*d.* per gallon) was imposed on Colonial Spirits to countervail the Excise disability under which British distillers carry on their manufacture.’

“ So far as the Island of Jamaica is concerned this cannot be said to apply.

“ The Excise restrictions carried out in that Island under Law 10, of 1878, entail an additional cost of production upon the local distiller, which, according to the estimate of the Jamaica Sugar Planters' Association, amounts to more than the 1½*d.* per gallon which the Commissioners of Inland Revenue in their report, 1870, c. 82, state is ‘ a sufficient allowance to compensate the Home Distiller for the Excise Regulations to which he is subject.’

“ The most exacting demands of Free Trade do not, therefore, in this case call for the penalizing of West Indian Spirits by a surtax of 4*d.* for the protection of the British distiller. If the loss of revenue from which the British Government might suffer by the abolition of this surtax, is feared, it is suggested that a trifling increase in the duty of some Foreign Spirits of high value, such as Brandy, would readjust the returns ; nor would a decrease in the consumption of the base imitations of Jamaica Rum, imported from abroad, be an unmixed evil to the community.

“ All Colonial Distillers suffer by this unjust surtax since it effectually prevents them from selling their product in British markets for purposes of methylation in competition with the foreign distillers.

“ It may be pointed out in regard to the injury thus inflicted upon the poorer class of sugar planters, that as these are unable to adopt the most modern scientific systems of producing sugar, they are, of necessity, more dependent on the bye-product, rum, of which they are compelled to manufacture a greater proportion.

“ It may also not be beside the issue to remark from the point of view of justice alone, that the explanation of the *raison d'être* of this surtax as given by the Chancellor of the Exchequer, specially bore upon the intention of the Government to *countervail*, for the benefit of the British distillers, an advantage which it was supposed (and so far as West Indian distillers are concerned erroneously supposed) was possessed by the Foreign and Colonial distillers.

“ Such advantage, where it really exists, would be equivalent, as regards the interests of the British distiller, to a bounty granted by the country whence the spirit emanates, and in such case the countervailing thereof, by the British Government, would be fully justified.

“ The British sugar refiner, however, is deprived of any such countervail, although the advantage possessed by his bounty-fed foreign competitor is quite beyond dispute.”

INCOME TAX LEVIED IN COLONIES ON BRITISH SHIPPING.

The following resolution on this subject was presented by the Liverpool Chamber, but was not carried ;—

“ That in the opinion of this Congress it is unjust to British shipowners trading with the Australian Colonies that they should be required to pay income-tax in the Colonies on the following grounds :—

- “ 1. That they have to pay income-tax on the same profits in this country ;
 - “ 2. That the income is not earned in the Colonies ;
 - “ 3. That the tax cannot be charged upon any accurate estimate of profits ;
 - “ 4. That it is wrong to inflict a tax upon non-residents in the Colonies, who have not and cannot have any representation there or voice in the expenditure of the tax ;
- “ And that representation be accordingly made to the Government of the Australian Colonies, urging the repeal of enactments imposing income-tax on British shipowners.”

The following amendment to the foregoing resolution moved by the Wellington, N.Z., Chamber was, however, carried :—

“ That it is inequitable that income-tax be levied in the United Kingdom on profits made in British Colonies and Possessions, upon which income-tax has been paid in such Colonies or Possessions, and that it is equally inequitable that income tax be paid in any British Colony or Possession on profits made in the United Kingdom upon which income-tax has been paid in the United Kingdom, and that representation be made to the Home and Colonial Governments urging the repeal of enactments imposing double income-tax on British subjects.”

TRADE WITH PORTO RICO, CUBA AND THE PHILIPPINE ISLANDS.

“ That this Congress deprecates the application of the United States Tariff and Navigation Laws to Porto Rico, Cuba and the Philippine Islands, in view of the injury to British trade and shipping interests which would follow, and respectfully requests Her Majesty's Government to continue negotiations with the United States Government for the preservation of the privileges hitherto enjoyed by this country in matters of trade with the former Spanish Colonies, especially in view of the declarations of policy made by the United States when intervening in Cuban Affairs.”—Unanimously adopted.

LIGHTING OF THE RED SEA.

“ That in the opinion of this Congress the provision of further lights in the Red Sea, and improvement of some of those already existing, is a matter of the highest importance to the interests of the Empire, that representation be accordingly made to Her Majesty's Government for the immediate construction, either with or without the assistance or concurrence of the Ottoman Government, of lighthouses at Mocha, Zebeyr, Abu Ail, and Jeb il Tir, or the placing of lightships at the points named. Also for the improvement of

the present Balfe Point Light, or the substitution of a better one on the Island of Perim, as a guide to vessels using the wider passage in the Straits of Bab-el Mandeb."—Carried.

ALASKA BOUNDARY.

"That it is of vital importance to British and Canadian Trade on the Pacific Coast to press forward a settlement of the Alaska Boundary question; and this Congress, while recognizing the endeavours of Her Majesty's Government to effect an adjustment, would urge the desirability of renewed efforts in order to accomplish that object."—Carried unanimously.

DEATH DUTIES.

"That this Congress desires to call the attention of the Secretary of State for the Colonies to the very onerous provisions of the Companies' Death Duties' Act of 1899, recently passed in the Colony of New South Wales, as likely to inflict very heavy burdens upon British Companies coming within its provisions, and to request him to take such steps as he may consider best for obtaining a modification of the said Act."—Carried unanimously.

COPYRIGHT.

"Whereas, the various Copyright Acts throughout the Empire are unnecessarily complicated and vexatious to certain Dependencies, and, whereas, it is now contemplated to consolidate the same by a Bill now before the House of Lords. Resolved, therefore, that this Congress declares its approval of such measure, whereby the Colonies are empowered to legislate for exclusive Copyright, and earnestly trusts that it may speedily become Law."—Carried unanimously.

VOTES OF THANKS.

"That the cordial thanks of this Congress be tendered to the Chairman for his able and impartial conduct in the chair; to Mr. Kenric B. Murray for his very efficient services as Secretary; to the London Chamber of Commerce for the effective arrangements made for these meetings, and for the very generous entertainments to the ladies and gentlemen who contributed so much to the pleasure of the members by their kind hospitality; to the Worshipful Company of Fishmongers for the use of this Hall; and to the Lord Mayor and Lady Mayoress for their reception of the delegates."

This resolution was carried with acclamation and cheering for the President, the whole Congress standing and joining in the singing of "God Save the Queen."

The following resolution proposed by the Chairman was then carried by acclamation, and the Congress thereafter terminated:—

"That the best thanks of this Congress be and are hereby conveyed through the London Chamber to the Honorary President of the Congress, Lord Selborne, for his kindness in attending the Congress, in receiving the delegates at the Prince's Hall, and for presiding over the Official Banquet."

The Congress was visited during the forenoon of the second day's proceedings by the Right Hon. C. T. Ritchie, who is President of that department of the Imperial Government which is known as the Board of Trade. Mr. Ritchie gave a very interesting address of which the following were the leading points:—

The usefulness of Chambers of Commerce, and the Government's need of the advice they are able to give;

His desire that the establishment by the Board of Trade of a Commercial Intelligence Department should be widely known throughout the Empire, and that suggestions of every kind and from all quarters would be welcome with a view of improving the Department so as to fit it to give that information and assistance to merchants, manufacturers and exporters which he hoped and believed it would be able to do;

His belief that, without departing from the fundamental principles of free trade there might yet be a closer commercial connection than at present exists throughout the Empire.

The address concluded with an expression of satisfaction with the note of the unity of the British Empire pervading the whole programme of the Congress, respecting which Mr. Ritchie said that the closer that union will be the better it will be for the Empire and the better it will be for the world.

Within a week of the close of the Congress I received the following circular from the London Chamber of Commerce conveying the most unexpected and disappointing intimation that Lord Salisbury did not consider the present time opportune for the discussion of the two subjects respecting which the deputations of the Congress had been named to ask him to appoint Royal Commissions, *i.e.*, "Commercial Relations" and "Defences of the Empire"; thus the labours of the Congress on these two important subjects will not for the present have any practical result.

FOURTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE, JUNE 1900.

COMMERCIAL RELATIONS—DEFENCES OF THE EMPIRE.

DEAR SIR,—Following up the discussion of these subjects at the above Congress, and in accordance with the wishes expressed thereat, I duly communicated with the Premier, the Secretary of State for the Colonies, and the President of the Board of Trade, and regret to state that the Deputation will not take place in consequence of the receipt of the following letters.

Yours faithfully,

KENRIC B. MURRAY, *Secretary.*

COMMERCIAL RELATIONS.

2nd July, 1900.

DEAR SIR,

I am desired by Lord Salisbury to acknowledge the receipt of your letter of the 29th June enquiring if he would receive a Deputation to lay before him the question of appointing a Royal Commission to consider the possibility of increasing and strengthening trade relations between the different portions of the Empire.

In reply, His Lordship desires me to say that he does not think the present time opportune for the discussion of this subject.

I am, Sir, Your obedient Servant,

A. G. SANDEMAN, Esq.

(Signed),

CLIVE CUTHBERTSON.

DEFENCES OF THE EMPIRE

2nd July, 1900.

DEAR SIR,

I am desired by Lord Salisbury to acknowledge the receipt of your letter of the 29th June, enquiring whether he would be willing to receive a Deputation to represent the desirability of convening a Conference to consider a proposal for consolidating the various parts of the British Empire by permitting the Colonies to contribute towards the Naval and Military Defence of Her Majesty's Dominions.

In reply, His Lordship desires me to say that he does not think the moment opportune for discussing a very difficult question.

I am, Sir, Your obedient Servant,

A. G. SANDEMAN, Esq.

(Signed),

CLIVE CUTHBERTSON.

BOARD OF TRADE,
WHITEHALL GARDENS, S. W.

3rd July, 1900.

DEAR SIR,

I am desired by Mr. Ritchie to state, with further reference to your letter of the 29th June, that he has consulted Lord Salisbury in regard to the suggested deputation, and agrees with His Lordship's view that the present is not an opportune time for such a deputation.

I am, Dear Sir, Yours faithfully,

KENRIC B. MURRAY, Esq.

(Signed,)

GARNAM ROPER.

The Congress was held in the spacious and handsome hall of the Fishmongers' Company, which abuts on the Thames and the approach to London Bridge from the City side. The hall was arranged with a table running its full length, at which sat the Chairman and a number of the Vice-Presidents and members of the Organizing Committee, while running down therefrom were eleven tables for the ordinary representatives. One hundred and seventy-seven chambers were represented at the Congress, of which eighty-nine belonged to the United Kingdom, four to Europe other than the United Kingdom, thirty-one to Canada, twenty-three to Australasia, fifteen to Africa, eleven to Asia and four to the West Indies. The aggregate of representatives was about three hundred and fifty.

The arrangements made for the convenience of the delegates were excellent, there being an enquiry office and committee room adjoining the hall, a staff of type-writers in another room, also a post and telegraph office. The sessions of the Congress commenced punctually at ten each morning, and lasted with an hour's adjournment for luncheon until about four-thirty or five p. m.

The social entertainments, as follows, were, with the exception of those given on the day before the opening of the Congress and on the day after its close, confined to the evenings, and ladies were present at all but the banquet:—

On Monday, June 25th, a river excursion and a visit to Woolwich Arsenal, or an alternative trip to Tilbury Dock and luncheon on board the new Orient liner "Ortona." In the evening a reception by Lord and Lady Selborne at the Royal Institute of Painters in Water Colours.

On Tuesday, June 26th, the opening day of the Congress, an evening reception by the Lord Mayor and the Lady Mayoress at the Mansion House.

On Wednesday evening, June 27th, a reception by Lord Avebury (better known as Sir John Lubbock) at his residence.

On Thursday, June 28th, the delegates were taken at 6 o'clock, p. m. by special train to the Crystal Palace, where what was described as an informal dinner was served, it being followed by a specially designed display of fire-works. The dinner proved to be a very nice affair, informal only in that morning dress was worn and that there were no toasts excepting the Queen and an expression of thanks to the London Chamber for the entertainment.

On Friday evening, June 29th, a banquet at the Hotel Cecil, at which most sumptuous and perfectly arranged entertainment Lord Selborne presided. One incident of the evening

was the very enthusiastic reception accorded to our own High Commissioner, Lord Strathcona upon his rising to propose a toast, and this not by Canadians alone, but by the delegates generally. Another memorable feature of that occasion was the Chairman's speech in proposing the toast of the Parliaments of the Empire, the peroration of which, on the identity of the Mother Country with her Colonies, was the occasion of an extraordinary outburst of feeling, the whole company rising and cheering enthusiastically.

On Saturday, June 30th, a Garden Party by the President of the Congress and of the London Chamber and Mrs. Albert G. Sandeman at his residence, Presdales, Ware, Herts., or an alternative visit to Childwick Bury, St. Albans, Herts., by invitation of Sir John Maple, Bart., to inspect the estate, stud farm, etc.

My report would be incomplete if it failed entirely to give you some idea of the imperialistic sentiment of the Congress, specially evidenced in the intensity of the welcome accorded by the British representatives to the Colonial delegates, and in the quick and hearty recognition by the Congress of any reference to the assistance given by the Colonies to the Mother Country in the South African war, but I feel I can best do this by quoting the concluding words of Lord Selborne's speech at the banquet given to the delegates after the close of the Congress, which show how strongly he was impressed by this feature of the gathering. Speaking of the identity of the Mother Country with her Colonies, Lord Selborne said: "You cannot apply an adjective to identity without weakening its effect. Identity is a thing which is perfect in itself. Each to other—daughter peoples to Mother country—can only find expression for the feelings that mutually affect them in one set of words to be found in literature; I mean the everlasting words of Ruth 'Whither thou goest, I will go; where thou lodgest, I will lodge; thy people shall be my people and thy God my God.'"

The whole respectfully submitted,

GEO. HADRILL, *Secretary.*

MONTREAL, September 12, 1900.

Under date 17th October, the London Chamber of Commerce forwarded précis of the correspondence arising out of the Congress, and said that, although satisfactory replies had not up to the present been received in regard to all the matters dealt with, the Chamber thought that the matters now communicated would show that the Congress had been productive of beneficial results in many cases. The letter stated also that the Organizing Committee of the Congress had been appointed a permanent committee to follow up the matters which came before the Congress and others which may from time to time arise, and that the Committee would be glad to receive suggestions from the various Chambers of Commerce of the Empire in regard to strengthening the representativeness of that Committee. Upon perusing the list of members of the Permanent Committee, your Council found that the Canadian representation thereon was altogether inadequate to the size and importance of this country, and it recommends

the incoming Council to presently take steps towards endeavouring to secure additional Canadian representatives on that Committee.

PAN-AMERICAN EXHIBITION IN BUFFALO.

As the result of enquiry as to the scope of the Pan-American Exhibition to be held in Buffalo this year (1901), and whether it would pay Canada to exhibit thereat, the following resolution was adopted on 26th September and communicated to the Minister of Agriculture:—

“Resolved—That, in the opinion of the Council of the Montreal Board of Trade, it is most desirable that the Dominion of Canada should be represented at the Pan-American Exposition to be held in Buffalo next year, and that such representation should be worthy of the vast natural resources of this country, and of its position as an industrial community.”

In acknowledging the foregoing the Minister said that, if the matter comes up again, it will be carefully considered, but that, up to the present, Parliament had voted no money for Dominion representation at Buffalo, and consequently the Government could not, without change of this condition, secure representation at that Exposition.

INSPECTION AND OTHER OFFICES.

Inspection of Wheat and other Grain.—Inspector, HOSPICE LABELLE; Board of Examiners, 1900, E. F. CRAIG, Chairman; A. G. McBEAN, H. D. METCALFE, JOS. QUINTAL, GEO. A. THOMPSON.

Selection of Standard Samples.—The meeting at Toronto for the selection of standards of grain grown east of Port Arthur, held 19th September, was attended by the three Montreal representatives, Messrs. E. F. Craig, C. B. Esdaile and Alex. McFee.

Mr. Alex. McFee, who is the Montreal representative on the permanent board for the selection of Standard Samples of Wheat and other Grain grown west of Port Arthur, attended the meeting of that Board which was held at Winnipeg on October 26th.

Inspection of Flour and Meal.—Inspector, PHILEAS ROUSSEAU; Board of Examiners, 1900, A. E. GAGNON, W. A. HASTINGS, J. E. HUNSICKER, H. W. RAPHAEL, LIONEL J. SMITH.

Meeting for the Selection of Standard Samples.—The following composed the board appointed by the Government for the selection of Standards of Flour:—Messrs. H. W. Raphael, Chairman; A. E. Gagnon, David Robertson and Lionel J. Smith, of Montreal; Wm. Brodie, of Quebec; Wm. Galbraith and J. L. Spink, of Toronto; W. G. Bailey, of Hamilton; J. D. Saunby, of London; Robert Noble, of the Dominion Millers' Association; Robert Muir, of Winnipeg, and Geo. Hadrill, Secretary.

The meeting was held in this building on October 25, when all the standards were chosen except those for Manitoba flour, the selection of which was found impossible, owing to scarcity of samples of new crop flour. The matter was left in the hands of the Montreal representatives, who met on 31st December, and fixed the standards for the two grades of Manitoba flour.

Inspection of Hay.—Inspector, none. Board of Examiners, 1900, JOHN CROWE, C. B. ESDAILE, JOS. QUINTAL, JOS. ROBILLARD, JAS. SCOTT.

Inspection of Leather and Raw Hides.—Inspector of Leather, J. H. MOONEY; Inspector of Raw Hides, ANSELME BISSONNETTE. Board of Examiners, 1900, JAS. LINTON, F. C. A. McINDOE, JAS. PRICE, THAXTER SHAW, J. ALEX. STEVENSON.

Inspection of Beef and Pork.—Inspector, none. Board of Examiners, 1900, JAMES ALLEN, PETER LAING, W. H. MASTERMAN, STEWART MUNN, JOS. WARD.

Inspection of Pot Ashes and Pearl Ashes.—Inspector, EDWARD J. MAJOR; Board of Examiners, 1900, C. H. CUNNINGHAM, R. LACY DILLON, HENRY DOBELL, W. S. KERRY, J. T. WILSON.

Inspection of Pickled Fish and Fish Oil.—Inspector, none. Board of Examiners, 1900, JOHN BAIRD, ALBERT HEBERT, R. P. MCLEA, L. E. MORIN, STEWART MUNN.

Inspection of Butter.—Inspector, none; Board of Examiners, 1900, A. A. AYER, P. W. MCLAGAN, D. A. MCPHERSON, J. A. VAILLANCOURT, A. C. WIELAND.

Office of Weigher, Measurer and Gauger.—(Established prior to date of Inspection Law).—Weigher, Measurer and Gauger, D. CAMERON. Board of Examiners, 1900, CHAS. CHAPUT, THOS. J. DRUMMOND, ARTHUR J. HODGSON, JNO. E. KIRKPATRICK, D. L. LCKERBY.

THE GRAIN AND PRODUCE TRADE.

Wheat.—During the year 1900 the wheat market has had wide variations in price, July wheat in Chicago having advanced from 66c to 89c about the end of June, owing to the serious drought in the Northwestern States, but the price has gradually receded to its old figures, as the winter wheat crop in the United States was a large one, especially in Kansas. In Ontario the winter wheat crop was a large one, but, as there does not seem to be any great disposition on the part of farmers to sell at the present low prices, very little of the crop has been exported. The spring wheat crop is larger than last year, and of good quality.

In Manitoba and the Northwest Territories the yield has been the smallest in a number of years and the quality unsatisfactory. The drought in May and June damaged the crop very much, and many fields of wheat were plowed under. The rains in July did considerable good, and had the harvest weather been good, we should have had a fair crop of first class

quality. Unfortunately, the harvest was a wet one, and the larger portion of the crop is damp.

Corn.—Exports of this grain via Montreal during the season of 1900 were less than those of the year previous. The crop in the United States is a large one, but the stock of old corn has been reduced to a very small quantity, and prices for cash corn have been higher than usual. Owing to the small stocks in Chicago, the price in that market was run up to 50c during November.

Peas.—According to the Government report in Ontario, this crop is smaller than that of the previous year, and, owing to the high price of corn, dealers are feeding their peas and not selling as largely as usual.

Oats.—The crop in Ontario is larger than that of 1899, but our crop in Quebec is not as good. Prices have been fair and export demand good.

Barley.—There has been quite a good export demand for barley, but the crop in Ontario is not a large one.

Rye.—This crop is about the same as usual and not a great deal going for export.

Hay.—The crop this year was barely an average one, and a much larger proportion than usual was of an inferior quality, owing to the wretched weather at cutting time. Good prices have been obtained for shipments to the United States, but this trade has been curtailed by the scarcity of cars. Exports to England have been much smaller than in previous years, owing to the comparatively higher prices realized in the States.

Flour.—Trade during the first few months of the year was of a very quiet character, but in June some excitement was caused by the extreme dry weather in Manitoba and the Western States threatening to materially decrease the hard wheat crop. Prices advanced fully one dollar per barrel, but, notwithstanding the unusually short crop in Manitoba, most of this advance has since been lost, and prices of hard wheat grades at the close of the year are only about twenty cents per barrel higher than at the opening. Ontario wheat flours have been in good supply, and have met with a steady demand at fairly satisfactory prices.

Tables showing the receipts and shipments of grain and produce at Montreal will be found at close of this report, the aggregates of Grain, Flour and Meal for the past five years being as follows :—

	1900.	1899.	1898.	1897.	1896.
Receipts.	Bush. 35,047,220	Bush. 38,316,779	Bush. 48,204,900	Bush. 37,563,039	Bush. 31,110,321
Shipments.	36,982,830	39,934,678	46,135,205	34,776,942	27,847,821

Butter.—Prices have been good and demand in excess of supply. It is a matter of regret that in many sections our factorymen dropped the making of butter, thus causing a serious decrease in our exports of that article and an excessive make of cheese.

Cheese.—Our farmers have had a good time—large make and high prices. Complaints of poor quality from the British markets have been frequent during the past season. If our farmers wish to maintain the good position gained after many years of hard work, they must continue to make finest quality, or others will come in and take the trade from Canada.

The following table shows the receipts and shipments of butter and cheese at and from Montreal during the past five years :—

	1900.	1899.	1898.	1897.	1896.
BUTTER.	pkgs.	pkgs.	pkgs.	pkgs.	pkgs.
Receipts	441,652	572,141	417,247	454,651	302,333
Shipments. . . .	261,788	494,953	334,174	245,347	177,169
CHEESE.	boxes.	boxes.	boxes.	boxes.	boxes.
Receipts	2,154,763	1,912,580	2,118,877	2,546,592	1,774,791
Shipments.	2,335,601	2,206,702	2,208,442	2,287,422	2,015,253

N.B.—It is estimated that about 200,000 boxes of Cheese are received annually which are not included in these returns.

Eggs.—The trade in eggs, like that in all other Canadian produce, has benefited greatly by the increased demand for our goods, as their value is becoming better known to the British consumer. The exports have, within a very few years, grown to very large proportions, having increased from 35,000 cases in 1892 to 237,138 cases during the past season of navigation. This season has been very satisfactory, the prices realized being such as to insure a fair profit to exporters.

Canada would secure a very much larger share of the British egg market if the needs of the trade were understood and met. Refrigerator cars are provided for butter and cheese, but eggs, which, although not quite as susceptible to weather conditions as those articles, are nevertheless seriously affected by extreme heat, are carried in ordinary box cars without ventilation. The provision of properly ventilated cars by the railway companies and more careful handling of cases by the steamship companies would assist the trade materially.

Poultry.—The exports of poultry to Britain have grown in a few years to such an extent that it is now a very important branch of Canada's export trade. The bulk of this trade consists of the exportation of turkeys for the Christmas market. The principal obstacle to the increase of the trade lies in the disinclination of the Canadian farmer to alter his methods of preparing the birds for market. For the Christmas trade in Britain exporters must buy the fowls during the last week in November or the first week in December. Most of the farmers have not then started to fatten their turkeys, and only comparatively few choice birds are to be had. All fowls for export must be dressed very carefully and in a certain manner, and, until the Canadian farmer adopts the ideas of the consumers on this point, the growth of the trade will be restricted.

LIVE STOCK EXPORT TRADE.

Cattle.—The exports of cattle from this port show a considerable increase for the past season as compared with those of 1899, the figures for 1900 being 92,180, against 81,804 for the previous year. On the whole, the season's business, although large, was not a profitable one to the shippers. Less than 6,000 head of American cattle were exported through this port, while about twice that number of Canadian cattle found their way to European markets through American ports.

Sheep.—The high prices ruling in Britain during the whole season has made the export business a profitable one, but the relatively high rates of ocean freight and the scarcity of freight space from this port, have forced a large part of the exports to go through American ports. The exports from this port were only 32,514 head, or less by almost half than those of last year, which were 58,277.

Horses.—Owing to the demand for horses for shipment to South Africa for war purposes, and to the high prices paid by the Imperial Government

for good animals, exporters found it impossible to get horses at a price low enough to give them any return; this circumstance, together with the high rate of freight from this port, resulted in a falling off in the exports for the season of 1,907 head as compared with those of 1899, the figures for this year being 2,832.

Shipments of Live Stock from Montreal to particular Ports during Seasons of Navigation, 1900, 1899, 1898 and 1897, with total figures for nineteen preceding years.

Port.	1900.		1899.		1898.		1897.	
	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.
Liverpool.....	24,420	12,489	30,271	12,960	37,630	8,462	47,514	15,241
London.....	22,672	10,290	12,347	22,650	23,587	18,313	28,573	31,860
Glasgow.....	21,070	4,815	18,057	14,603	19,849	5,947	24,324	9,951
Bristol.....	7,705	758	10,099	3,083	8,743	988	9,866	922
Newcastle.....	3,752	431	2,587	.....	3,499	.....	4,840	1,187
Manchester.....	9,693	3,433	6,112	3,640	5,741	1,281	3,599	2,017
Cardiff.....	2,868	298	2,331	1,341	.....	.....	472	76
Totals.....	92,180	32,514	81,804	58,277	99,049	34,991	119,188	61,254

Total Shipments..	Year.	Cattle.	Sheep.	Year.	Cattle.	Sheep.
	"	1896.....	100,360	80,671	1886.....	63,932	93,850
"	1895.....	96,582	217,399	1885.....	61,947	39,401
"	1894.....	87,604	139,763	1884.....	57,288	62,950
"	1893.....	83,322	3,743	1883.....	49,090	84,790
"	1892.....	98,731	15,932	1882.....	28,358	63,667
"	1891.....	109,150	32,042	1881.....	27,536	55,538
"	1890.....	123,136	43,372	1880.....	41,730	74,502
"	1889.....	85,670	59,334	1879.....	21,626	62,550
"	1888.....	60,501	45,528	1878.....	15,963	31,84
"	1887.....	64,622	36,027			

The following table shows approximately the amount of money turned over during the business season of 1900 :—

92,180 cattle, valued at \$60 each.....	\$5,530,800
32,514 sheep, valued at \$5 each.....	162,570
Ocean freight, on cattle, at \$13 per head.....	1,198,340
Ocean freight, on sheep, at \$1.25 per head.....	40,643
Railway carriage, on cattle, at \$3.25 per head.....	299,585
15,000 tons of hay, at \$9 per ton.....	135,000
2,500 tons of feed, at \$22 per ton.....	55,000
Ship fittings, on cattle, at \$1.75 per head.....	161,315
Insurance, on cattle, at \$1.25 per head.....	115,225
Insurance, on sheep, at 25c per head.....	8,129
Keep at yards, on cattle, at 50c per head.....	46,090
Loading fees, on cattle, at 50c per head.....	46,090
Attendants, at \$15 each.....	60,000
Total expenditure.....	\$7,858,787

The following table shows the shipments of horses to particular ports during the year 1900, with comparative figures for 1899 :—

	1900.	1899.
Liverpool.....	669	837
London.....	1,177	1,686
Glasgow.....	921	806
Bristol.....	29	1,408
Belfast.....	36	2
Total.....	2,832	4,739

THE LUMBER TRADE.

The following table gives the total exports of lumber from Montreal during 1900, with comparative figures for the four preceding years :—

1900.	1899.	1898.	1897.	1896.
ft. B.M.	ft. B.M.	ft. B.M.	ft. B.M.	ft. B.M.
239,686,145	290,063,787	335,429,290	315,312,166	221,334,580

LIST OF NEWSPAPERS AND PERIODICALS TO BE SUPPLIED TO THE READING-ROOM DURING 1901.

CANADIAN, DAILY.	UNITED STATES—Cont, WEEKLY.	BRITISH—Cont, WEEKLY—CONT.
Montreal .....*Gazette, *Herald, *Witness, *Star, *La Presse.	New York..... Maritime Ship- ping Register, Iron Age, Engineering and Mining Journal *Electrical En- gineer, Harper's Weekly, Life, Scientific Amer- ican and Supple- ment, Forest & Stream, "Bradstreet's," Littell's Living Age.	London..... Spectator, Saturday Review Speaker, Public Opinion, Economist, Mark Lane Ex- press, Grocer and Oil Trade Review, *Commerce, Fair Play, Syren and Ship- ping, Canadian Gazette *Board of Trade Journal (Gov.) Commercial Intel- ligence.
Toronto.....*Globe, *Mail and Empire, Quebec.....*Chronicle. Ottawa..... Citizen. Winnipeg..... Man, Free Press, Halifax..... Chronicle. St. John..... Sun.	Cleveland..... *Marine Review. Cincinnati.....*Price Current. Chicago.....*Farmers' Review. San Francisco. Weekly Call.	Liverpool..... Weekly Mercury. Edinburgh.... Weekly Scotsman Dublin..... Weekly Irish Times.
WEEKLY.	TWICE A WEEK.	MONTHLY.
Montreal..... Canadian Journal of Commerce, Canadian Trade Review, *Trade Bulletin. Shareholder, *Insurance and Fi- nance Chronicle, Le Moniteur du Commerce.	Detroit..... Free Press. New Orleans.. Times-Democrat. St. Louis..... Globe Democrat.	London.....*Chamber of Com- merce Journal. *British Trade Journal, Nineteenth Cen- tury, Imperial Institute Journal, Contemporary Review, Fortnightly Re- view, Review of Reviews English Illustrated Magazine, Strand Magazine, Idler, Pall Mall Maga- zine, Leisure Hour, Art Journal, Magazine of Art, Artist, Studio.
Ottawa.....*Canada Gazette, Quebec.....*Official Gazette, Toronto.....*Canadian Grocer.	MONTHLY.	Edinburgh.... Blackwood's Magazine.
MONTHLY.	New York..... Harper's, Century, Scribner's, Cosmopolitan, Munsey's, McClure's, Outing, Review of Reviews North American Review, Critic, Truth, Art Amateur, Art Interchange, *Popular Science Monthly, Architect's Edition } Scientific American. }	ANNUAL.
Montreal..... Canadian Architect and Builder, *Canadian Journal of Fabrics, *Real Estate Re- cord, *Pharmaceutical Journal.	BRITISH, DAILY.	London..... Lloyd's Register
Toronto..... Canadian Magazine *Monthly Weather Review.	London.....*Times	CONTINENTAL, WEEKLY.
Ottawa..... Canadian Mining Review.	WEEKLY.	Paris..... L'Illustration, Le Monde Illustré, La Revue de Paris.
Quebec...N. Am'n. Notes and Queries.	London..... Graphic, Illustrated Lon- don News, Black and White, Sketch (U. S. edi- tion), Punch, Judy, Fun, Building News, Field, World, Truth, St. James's Budget Athenæum.	TWICE A WEEK.
NEWFOUNDLAND.		Paris..... Le Fernier.
DAILY.		TWICE A MONTH.
St. John's.... Daily News Evening Telegram.		Paris..... Revue des Deux Mondes.
UNITED STATES.		
DAILY.		
New York..... Herald, Tribune, *Evening Post, *Journal of Com- merce & Com- mercial Bulletin Courrier des Etats Unis.		
Boston.....*Herald, Advertiser.		
Chicago.....*Tribune.		
Buffalo..... Courier.		
Minneapolis... Tribune.		
Toledo..... Blade.		
Duluth..... Morning News & Tribune.		

N. B.—The newspapers and periodicals supplied to the Reading Room are, with the exception of those marked with an asterisk, sold by auction for the ensuing year the week before Christmas, delivery being made in the Reading Room throughout the year so soon as the succeeding issue is received.

NEW MEMBERS.

The following gentlemen were admitted to membership in the Board during 1900, and have qualified therefor :—

Admitted February 7th.

John L. Coffee, of Messrs. L. Coffee & Co.
Alfred McDougald, Manager British Empire Mutual Ins. Co.

Admitted February 14th.

A. Fred Brown, Broker, Boston.
J. A. Jamieson, Grain Elevator Designer and Builder.
Arthur J. Williams, of Messrs. Hunt & Co.

Admitted February 21st.

E. G. Brooks, of Messrs. James Scott & Co.

Admitted February 28th.

B. Hal Brown, Manager London & Lancashire Assurance Co.

Admitted March 7th.

H. A. Leak, of the N. K. Fairbanks Co., Ltd.

Admitted March 14th.

Hugh W. Aird, Treasurer of the Canada Paint Co.

Admitted April 4th.

F. Howard Wilson, of Messrs. J. C. Wilson & Co.

Admitted May 2nd.

C. Ed. Gudewill, of the Montreal Pipe Foundry Co., Ltd.

Admitted May 9th.

N. Christensen, of Messrs. Dobell, Beckett & Co.

Admitted May 16th.

Hy. J. Fuller, of the Fairbanks Co., Ltd.

Admitted May 30th.

Isaac Hibbert, of Messrs. Willer & Riley, Ltd.

Admitted July 26th.

J. Delano Wood, of the Canadian Baling Co., Ltd.

Arthur Lyman, of Messrs. Lyman, Sons & Co.

F. W. Thompson, of the W. W. Ogilvie Milling Co.

R. D. Martin, of the Northern Elevator Co.

W. W. Near, of the Pillow and Hersey M'f'g Co.

The Rutland Railroad.

Admitted Sept. 12th.

Geo. A. McBean, of Messrs. Gillmor & McBean.

Admitted Sept. 26th.

Chas. F. Moore, of Messrs. T. F. Moore & Co.

Admitted October 10th.

W. M. Ramsay, Acting Manager Merchants Bank of Canada.

Admitted October 31st.

R. M. Ballantyne, of Messrs. Lovell & Christmas, Ltd.

Admitted Nov. 14th.

A. J. Belanger, representing R. A. O'Brien, St. Hyacinthe.

A. E. Ellis, Manager Bank of British North America.

Admitted Nov. 21st.

Jno. Wylde, of Messrs. Patterson, Wylde & Co., Boston.

Admitted Dec. 12th.

P. H. Gillmor, of Messrs. Gillmor & McBean.

OBITUARY.

Mr. Henry A. Budden died February 27, 1900.—In the death of Mr. Budden the Board lost one of its oldest, most useful and best known members, and the Council marked its sense of this loss by adopting the following resolution and attending the funeral :—

“That the Council records, with the deepest regret, the death of Mr. Henry A. Budden, which took place yesterday, 27th inst. ;

“That Mr. Budden was one of the elder members of the Board, having joined it in 1857, and that throughout the long term of years which have since elapsed he has ever been regarded with the highest esteem by the membership, this esteem taking shape in his election to the following offices: Councillor, 1888-89, Second Vice-President in 1890 and First Vice-President in 1891 ;

“That as a member of the Building Committee, which secured the site for the Board's building, Mr. Budden's services were of great usefulness, and will long be gratefully remembered ;

“That the Council hereby expresses its sincerest sympathy with Mr. Budden's family, and that in token, thereof, it do attend the funeral in a body.”

Honourable F. G. Marchand, Provincial Premier, died September 25, 1900.—The death of this distinguished gentleman, while yet in the prime of life, was deeply and generally regretted, and the Council voiced the Board's sorrow at the sad event in the following resolution :—

“Resolved, that the Council of the Montreal Board of Trade learned, with profound regret, of the death of the Honourable F. G. Marchand, Premier of the Province of Quebec;

“That the Council hereby records its admiration of Mr. Marchand's personal character, and its high appreciation of the great service he rendered to his country, and especially to this his native Province, during his long and honourable career, which commanded the respect and esteem of the community generally ;

“That the sincere sympathy of the Council is extended to Madame Marchand and the other members of the family.”

INVITATIONS.

The President, the First Vice-President and the Secretary attended, by invitation of La Chambre de Commerce Française, a luncheon on board the SS. “Mont Blanc,” to celebrate the arrival in Montreal of that the first steamer of La Compagnie Franco-Canadienne de Navigation à Vapeur. The Council was glad to be represented on so auspicious an occasion, and expressed the hope that the SS. “Mont Blanc” would prove to be the pioneer of a large fleet of steamers performing a direct trade between France and Canada.

In response to an invitation from the Canadian Manufacturers' Asso-

ciation of Toronto, for the Council to be represented at its banquet on the 30th August, Mr. Henry Miles, First Vice-President, attended on occasion, and took advantage thereof in replying to a toast to express this Board's appreciation of the support which Montreal, as the national port, has received in Ontario.

RECORD OF GENERAL MEETINGS OF THE BOARD HELD DURING 1900.

Congratulations to Her Majesty on the Relief of Ladysmith.—Upon receipt of the news of the relief of Ladysmith, on the morning of March 1, the Executive Committee determined to afford members opportunity to celebrate the event, and the Exchange Hall was hastily decorated with flags and portraits of Her Majesty the Queen and the leading Generals in the war. At one o'clock p.m. the President took the chair, and was accompanied on the platform by the other officers of the Board and the Presidents of the Branch Associations, the Exchange Hall being crowded to its utmost capacity by members and tenants. The proceedings consisted of patriotic speeches and songs, and the following cablegram was sent by order of the meeting:—

MONTREAL, March 1, 1900.

RIGHT HONOURABLE JOSEPH CHAMBERLAIN,

Secretary of State for the Colonies, London, Eng.

The Montreal Board of Trade, in special meeting assembled to celebrate the Relief of Ladysmith, begs you to convey to Her Most Gracious Majesty its heartfelt congratulations at this signal success vouchsafed to her soldiers in South Africa.

ROBERT MACKAY, *President.*

GEO. HADRILL, *Secretary.*

To the foregoing the following reply was received:—

OTTAWA, March 3, 1900.

His Excellency the Governor-General desires to inform you that he has been commanded by the Queen to convey Her Majesty's cordial thanks to you for kind congratulations.

Governor-General's Secretary.

To President, Montreal Board of Trade.

Special General Meeting held March 6.—This meeting was held to consider and pronounce upon the subjects to be discussed at the Fourth Congress of Chambers of Commerce of the Empire to be held in London the following June, and opportunity was taken to send the following cablegram to Colonel Otter, in command of the First Canadian Contingent in South Africa:

MONTREAL, March 7, 1900.

COLONEL OTTER,

Capetown,

(forward.)

Public meeting Montreal Board of Trade sends greetings and congratulations on conspicuous gallantry Canadians your command.

ROBERT MACKAY, *President*

The following cable reply was received :—

To BOARD OF TRADE,
Montreal, Canada.

BLOEMFONTEIN, March 10, 1900.

Canadians thank Montreal Board of Trade for congratulations and greetings.

OTTER.

Visit of Strathcona Horse to Montreal.—The Council joined in the civic celebration on the occasion of the visit of the Strathcona Horse to this city on March 12, by cabling Lord Strathcona as follows :—

STRATHCONA, London,

MONTREAL, March 12, 1900.

Montreal Board of Trade heartily joins in public welcome of Strathcona Horse, and assures you Board highly appreciates honour you confer on it as member thereof by this magnificent contribution to the Empire's defence.

ROBERT MACKAY,
President.

Lord Strathcona cabled the following acknowledgment to the foregoing :—

To ROBERT MACKAY,
President Board of Trade, Montreal.

LONDON, March 13, 1900.

Many thanks for telegram. Assure you warmly appreciate generous kindness Montreal friends to my force. Please convey my acknowledgments to our fellow members Board.

STRATHCONA.

The April Quarterly Meeting was duly called as provided in the by-laws on the first Tuesday in that month, but there being no quorum at 3.15 p.m., it could not be held.

TICKETS OF ADMISSION TO 'CHANGE ENCLOSURE.

It being found impossible for the doorkeeper to distinguish between the members of Branch Associations who are entitled to admission to the 'Change enclosure between 11.30 a.m., and 1 p.m., and ordinary members who have not that privilege, the Council has acceded to the request of the Corn Exchange Committee of Management that admission to the enclosure during 'Change shall be restricted to holders of entrance cards, to be issued only to members of Branch Associations. This rule will go into effect early in the year.

THE BUILDING.

Further alterations have been made during the year, which have increased the revenue ; the gallery overlooking the Exchange Hall has

been turned into offices, and the first flat of the west wing, heretofore occupied as a wholesale warehouse, has also been changed in the same way. The building, generally, has been maintained in the same good condition as heretofore. During the summer the Council Chamber was re-decorated, and a substantial oak platform built in the Exchange Hall, taking the place of the temporary one which has been used there since the building was erected.

THE BOARD'S FINANCES.

The Treasurer's statement shows that the net revenue from the building has been increased from \$51,054.01 to \$53,178.99, a gain of \$2,124.98; there has, at the same time, been a reduction in the cost of running the building, the expenditure for supplies, repairs, electric lighting and general expenses being \$3,723.60 in 1900, against \$4,234.17 in 1899. The alterations to the building, of a permanent character, have cost this year \$1,800—one-third of this amount as well as one-third of what was expended in the same way last year, amounting in all to \$1,300, being charged against maintenance of building in the current year's accounts. There has been a slight falling-off in the membership during the past twelve months and the surplus in this department is reduced from \$3,240.59 for 1899, to \$2,691.82 for 1900. The result of the year's operations is that the revenue deficiency on the building, after paying over \$27,000 interest, has been reduced from \$2,306.01 to \$338.04, and that the net surplus for the year has been increased from \$934.58 to \$2,353.78. Reference has been made in previous reports to the heavy assessment for the widening of St. Nicholas street, which has been imposed upon the Board of Trade; it has been impossible to do anything with this during the past year as the roll is still being contested by other interested parties; when the validity of this or some subsequent roll is established, it will be necessary to provide for the payment of over \$10,000 with the addition of interest for several years.

REPORTS OF BRANCH ASSOCIATIONS.

The annual reports of the Branch Associations of the Board will be found as follows:—Of the Corn Exchange Committee of Management, p. 61; of the Wholesale Grocers' Association, p. 71; of the Wholesale Dry Goods Association, p. 72; of the Marine Underwriters' Association, p. 73; of the Butter and Cheese Association, p. 76; of the Metal and Hardware Dealers' and Merchants' Association, p. 79; and of the Bankers' Section, p. 81.

CONCLUSION.

Your Council, in common with its predecessors in office for several years, has to pass on to its successors the task of endeavouring to procure the adoption by the Dominion Parliament of Insolvency Legislation; the Council also commends to their attention the need for continued efforts towards securing the improvement of the St. Lawrence route and the provision thereon of all possible safeguards to navigation, and also the Reform of Pilotage System which is especially necessary in the interests of safe navigation.

The whole respectfully submitted,

ROBERT MACKAY, *President*.

OFFICE OF THE MONTREAL BOARD OF TRADE,
Montreal, January 19, 1901.

RECORD OF ATTENDANCE AT THE THIRTY-THREE REGULAR MEETINGS OF COUNCIL,
HELD DURING YEAR 1900-1901 UP TO 16TH JANUARY, 1901, INCLUSIVE.

	Present.	Absent on leave.	Absent.		Present.	Absent on leave.	Absent.
Robert Mackay.....	33	.....	.....	Chas. Chaput.....	26	5	2
W. I. Gear.....	33	.....	.....	John Macfarlane.....	25	3	5
Jas. W. Knox.....	33	.....	.....	A. Macnider.....	23	1	9
Alex. McFee.....	30	2	1	David Robertson.....	20	10	3
Robt. Munro.....	50	3	.....	Geo. E. Drummond.....	18	9	6
Henry Miles.....	29	4	.....	W. H. Browne.....	17	8	8
R. W. Macdougall.....	28	3	2	C. E. Gault.....	16	10	7
Fred. W. Evans.....	26	5	2	A. J. Hodgson.....	13	14	6

STANDING COMMITTEES, 1900.

EXECUTIVE.—Robert Mackay (President), *Chairman*; Henry Miles, (First Vice-President); John Macfarlane (Second Vice-President); Fred. W. Evans (Treasurer).

MUNICIPAL AFFAIRS.—Fred. W. Evans, *Chairman*; Chas. Chaput, Geo. E. Drummond, Jas. W. Knox, David Robertson.

DOMINION LEGISLATION.—John Macfarlane, *Chairman*; Wm. H. Browne, Alex. McFee, Robert Munro, David Robertson.

PROVINCIAL LEGISLATION.—C. E. Gault, *Chairman*; Henry Miles, Fred. W. Evans, Jas. W. Knox, A. Macnider.

INSOLVENCY LEGISLATION.—R. W. Macdougall, *Chairman*; Chas. Chaput, Geo. Drummond, A. Macnider, Robert Munro.

NAVIGATION AND HARBOUR.—Henry Miles, *Chairman*; C. E. Gault, W. I. Gear, A. J. Hodgson, Alex. McFee.

RAILWAYS.—A. J. Hodgson, *Chairman*; John Macfarlane, Wm. H. Browne, W. I. Gear, R. W. Macdougall.

Montreal Board of Trade—Financial Statement, 31st December, 1900.

LIABILITIES.		ASSETS.	
To First Mortgage Bonds.....	\$300,000 00	By Site and Building	\$604,814 53
Second Mortgage Bonds.		Improvement Suspense Ac-	
Authorized issue ..	\$250,000 00	count—Two-thirds of ex-	
Less unsold	3,200 00	penditure for alterations	
		in 1899.....	\$1,400 00
		Expenditure for altera-	
		tions in 1900.....	1,800 00
	<u>\$246,800 00</u>		<u>\$3,200 00</u>
Interest accrued on Bonds to date.....	2,667 50	Less proportion charged	
Port Warden Surplus Funds, Loan....	50,000 00	to Maintenance Account,	
Interest accrued on above, unpaid at		one third expenditure	
31st December.....	2,000 00	1899, (\$2,100).....	700 00
		One-third of expendi-	
		ture, 1900 (\$1,800).....	600 00
	<u>\$601,467 50</u>		<u>\$1,300 00</u>
Total Liabilities.....		Rentals due, current.....	8,302 04
Surplus Account:		Arrears, estimated good.....	550 52
Balance at credit on 31st Dec., 1899	\$14,848 90	Supplies unused, and Fuel on hand as	
Revenue Surplus for 1900.....	2 353 78	per inventory.....	1,200 00
		Insurance unexpired.....	1,861 00
		Cash on hand.....	42 09
	<u>\$17,202 68</u>		<u>\$618,670 18</u>
	<u>\$618,670 18</u>		

N.B.—The notice of assessment of \$10 956.27 for the Board's share of widening St. Nicholas street, referred to in previous Reports, is still under contestation, and the Board's exact liability is therefore unknown.

Montreal Board of Trade—Statement of Revenue Account to 31st December, 1900.

<p>To Maintenance of Building Expenditure: Interest on Bonds and Loans..... Insurance..... Assessments..... Wages..... Fuel..... Supplies, Repairs, Electric Lighting and General Expenses, including \$1,300 for permanent improvements Proportion of Office Salaries charge- able to Maintenance Account.....</p>	<p>\$27,839 69 1,491 14 5,893 75 9,289 52 2,779 33 5,023 60 1,200 00 <hr style="width: 100%;"/> \$53,517 03</p>
<p>To Membership Expenditure: Rent of Offices, Taxes, Fuel and Light Salaries, less proportion chargeable to Maintenance of Building Account.. Telegraph reports..... Council's Annual Report..... Printing and Stationery..... Reading Room..... Auditor and Scrutineers..... Telephones..... Water..... Postage and Telegrams..... Chicago Grain Clearance Report.... Legal Expenses..... Travelling Expenses of Secretary to Fourth Congress of Chambers of the Empire, London, Eng..... General Expenses.....</p>	<p>\$2,500 00 4,220 00 1,412 50 267 00 307 68 599 94 160 00 201 53 123 19 302 63 50 00 35 00 325 00 162 21 <hr style="width: 100%;"/> 10,666 68</p>
<p>By Maintenance of Building Receipts: Rentals for the year—gross..... Less provision for bad debts.....</p>	<p>\$53,338 25 159 26 <hr style="width: 100%;"/> \$53,178 99</p>
<p>By Membership Receipts: Ordinary membership { current\$8,910 { arrears 420 Corn Exchange Association..... Wholesale Grocers' "..... Wholesale Dry Goods "..... Marine Underwriters' "..... Butter and Cheese "..... Metal and Hardware Manufacturers' and Merchants' Association..... Bankers' Section..... Transfer Fees..... 24 @ \$5 00 Clerks' Tickets..... 12 @ 10 00 Special Change privileges..... Branch Association Membership, ar- rears..... Sale of Newspapers, Periodicals, etc.. Port Warden Office, for Secretarial Expenses.....</p>	<p>9,330 00 1,420 00 110 00 190 00 90 00 350 00 220 00 140 00 120 00 120 00 30 00 70 00 <hr style="width: 100%;"/> \$12,190 00 168 50 <hr style="width: 100%;"/> 1,000 00</p>
<p>Balance carried to credit of Surplus account: net Revenue surplus for the year.....</p>	
<p>10,666 68 2,353 78 <hr style="width: 100%;"/> \$65,537 49</p>	

Montreal Board of Trade—Abstract of Revenue Account, 1900.

Maintenance of Building Account :			
Income	\$53,178 99		
Expenditure	53,517 03		\$ 338 04
Membership Account :			
Income	\$13,358 50		
Expenditure	10,666 68		2,691 82
			<u>\$2,353 78</u>

FRED. W. EVANS,
Treasurer.

Auditor's Certificate.

I beg to report that I have audited the Books and Accounts of the Board of Trade for the year ending 31st December last, and that the above statements agree with the books and are correct.

All disbursements are properly vouched for and the cash balance verified. The stock of unused supplies on hand is certified to by the Superintendent.

Respectfully submitted,

GEORGE CREAK,
Chartered Accountant,
Auditor.

MONTREAL, 16th January, 1901.

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

To the Members of the Montreal Corn Exchange Association:

Gentlemen,—The Committee of Management presents herewith a report of its proceedings since its election to office.

Election of Vice-President.—At its first meeting the Committee, in fulfilment of the by-law providing for the election of one of its number to the office of Vice-President, elected to that office Mr. Geo. A. Thomson.

Shortages on Export Grain—Licensing of Weighers recommended.—As the result of consideration of the question of shortages on export grain, the Council of the Board of Trade was requested to take the necessary steps to put into operation clause 2 of chap. 37 of Act 50-51 Vic.: "An Act to confer certain powers on Boards of Trade as to the licensing of Weighers," whereunder no weigher of grain in this district can act as such without being examined, sworn and licensed. The Council complied with this request, and, as the result, all weighers of grain at the elevators in this district were examined, sworn and licensed in time for the opening of the season of navigation last year, and the Committee considers this to be one step towards preventing shortages on grain from this port.

Steamship Owners' Decision to Insert Screening and Blowing Clause in Bills of Lading.—The Honorary Secretary of the Shipping Interest having notified the Committee that it was the intention of the steamship agents to insert in bills of lading, given for grain, the clause having reference to blowing and screening, which the Elevating Company was inserting in its weight certificates, the Committee held a conference with the grain shippers and Shipping Interest with regard to the matter, and an effort was made to induce the Elevating Company to give a clean receipt, but it proved unsuccessful.

Floating Elevator Charges.—The action of the Montreal Elevating Company in abolishing without notice, just as the season of navigation was opening, the reduction of 20 per cent. in its charges, conceded last year at request of this Committee, led to a deputation meeting the directors of that Company, and urging that the reduced rates of last season be maintained, but the Company replied that its primary duty in determining the rates must be its own needs in the interests of the shareholders, and the Committee, therefore, deemed it useless to make any further efforts at that time towards obtaining a return to the former rates.

Discriminating Marine Insurance Rates.—As the result of consideration of the effect of the high marine insurance rates charged on shipping at this port, the Committee of Management unanimously adopted the following resolution, which was communicated to the Premier :

Resolved—That in view of the serious injury inflicted on the trade of this port by the enormous increase in the rates of marine insurance on the St. Lawrence route, equal in some cases to from three hundred to four hundred per cent. more than is charged from Atlantic ports, the Committee of Management of the Montreal Corn Exchange Association urges upon the Government the appointment of a Royal Commission to consider the whole question and devise a remedy ;

That, in directing the attention of the Government to this question, the Committee of Management would point out that the members of the Montreal Marine Underwriters' Association are a combination quoting agreed rates, in consequence of which there is no free competition for business.

In connection with this subject a deputation from the Marine Underwriters' Association conferred with your Committee on October 29, and asked the Committee to delay asking the Government to appoint a Royal Commission until certain statistics, with regard to the losses on the St. Lawrence route, which were expected to be completed in about ten days, could be submitted. The Committee waited until December 3, when, as the said statistics were not forthcoming, it adopted the foregoing resolution. Since then a letter has been sent to the Underwriters' Association stating that the Committee of Management desires to have the said statistics communicated in writing so that it may carefully and leisurely consider them, but this request has not been complied with.

Date of Opening the Canals.—The usual efforts were made to secure the opening of the Canals in time for grain-laden craft to reach Montreal for the earlier steamers, and, upon these representations being renewed on 17th April, the Minister of Railways and Canals wrote the Committee as follows :

“ There is no indifference on the part of the Department, and I must confess to you that the repetition year after year by a large portion of the shipping men of their urgent demands is very worrying and unfair. We have no interest whatever but to open the Canals as soon as they can be safely opened. After unwatering, which can only be done, as you know, late in the spring and after the ice is out of the canal, we have our repairs to make. We cannot ignore the necessities for these repairs. If we did, and casualties occurred later, shipping men would be the first to condemn us.

“ Kindly assure such members of your Board as may be interested in this matter that the Department is fully alive to the importance of having the canals open as early as possible, and that the accusation preferred against us in that connection is unwarranted.”

Inspection of Foreign Grain legalized.—The question of the legality of the inspection of United States grain at this port having been raised by European importers, your Committee considered it important that it should be settled to the satisfaction of said importers, and a conference meeting of the Committee with the grain shippers and the forwarding interests of the port was held, which resulted in a deputation proceeding to Ottawa on March 26 to place before the Cabinet the need for the inspection of foreign grain being legalized. That deputation succeeded in its object, an Act being passed during last session of Parliament providing for the inspection of foreign grain to standards chosen by the local Board of Examiners, and since that date the Inspector has been governed thereby. The Committee gladly acknowledges the promptness with which the Government met the request of the trade in this matter.

Inspection of United States Grain at Portland.—In reply to a letter from the Grand Trunk Railway System stating that it could get an Inspector appointed by the State of Maine for the inspection of United States grain when placed aboard steamers at Portland for export to European ports, provided that exporters of grain were willing to pay for that service. The Committee informed the Railway Company that the trade here would be glad to have an Inspector appointed by the United States authorities for the inspection of United States grain at Portland, and since then such an appointment has been made.

New York Rule re Carload Lots.—The New York Produce Exchange communicated in October a draft rule respecting carload lots, with a request for an expression of the Committee's views, and that Exchange was informed that whenever this Association is revising its own rules, the New York rule would be considered with a view to endeavouring to adopt a similar one.

Baltimore Suggestion re Bills of Lading.—The ship agents at this port, being in receipt of a circular from the Baltimore Chamber of Commerce, they communicated with your Committee suggesting that Montreal shippers should support the action of the Baltimore shippers as expressed in the following clause of that circular :

“ We hereby beg to notify you that in shipping your grain by regular line steamers it is done with the distinct understanding that the bills of lading, now in use by the regular lines, must govern the transactions on all such sales of parcel lots until further notice ;

“ The matter of vessel's right to discharge day or night, Sundays and holidays, is a matter that is beyond our control and one which should be settled between the receivers and the steamship owners and or agents at Antwerp.”

As the result of consideration of the foregoing notification, it was signed by the leading grain shippers here for transmission to parties interested.

Cessation of Chicago quotations on the Ticker Service.—Owing to some dispute between the Chicago Board of Trade and the Telegraph Companies, with regard to that Board's market quotations, the Telegraph Companies have not been able to secure them since 31st of July, and, consequently, they have since that date been omitted from our ticker service. An arrangement was made with a member of this Association who received telegraphic advices of the Chicago market, whereby, commencing early in October, those quotations were placed on his table on 'Change, but, owing to instructions from Chicago, that firm was compelled to discontinue supplying those quotations on October 29, and since then this Association has again been without any quotations of that important market. The Committee, upon being made aware of the very small reduction in the charge for the ticker service conceded by the Telegraph Company on account of the cessation of the Chicago quotations, wrote the Treasurer of the Board of Trade expressing its opinion that the charge of \$1,200 per annum for the ticker service, although reduced by \$300 from the former figure, is still out of all proportion to the value of the information furnished by that service.

Coal Oil Storage on Wellington Basin.—The threatened erection of coal oil storage tanks adjacent to the Wellington Basin created great alarm among the members of this Association, it being feared that such storage of that inflammable article might, in the event of being fired by lightning or other means, prove disastrous to the shipping and warehouses and to other valuable property in that neighbourhood. The Committee, therefore, addressed the Minister praying that he refuse to allow the erection in said locality of the proposed coal oil storage. The Department's reply was quite satisfactory, for it said that in the lease proposed to be issued in this connection there is a clause which prevents the storage of oil or dangerous explosive thereon. To the Committee's surprise and regret the storage warehouses were, however, erected.

German Tariff discriminates against Canadian Produce.—Action on this matter was taken by former Committees of Management, the Minister of Trade and Commerce having been asked by letter on Jan. 10, 1899, to endeavour to effect some arrangement with Germany for the importation into that country of Canadian grain on the same terms as United States grain; thereafter, the High Commissioner in London entered a formal but unavailing protest against Germany's action. Your Committee, considering, however, that the circumstance that the Imperial Government is now negotiating a new commercial treaty with Germany, afforded a good opportunity for renewing the efforts made by its predecessors towards securing for Canada most-favoured-nation treatment from Germany as enjoyed up to August 1, 1898, the following resolution was adopted Dec. 3 and communicated to the Premier and the Minister of Trade and Commerce:—

Resolved—That because of the preferential clause in the Canadian tariff in favour of Great Britain, Germany, on August 1, 1898, withdrew Canada from the list of most-favoured-nations;

That by reason of this action on the part of Germany, Canadian produce became liable to a higher duty than that imposed on United States grain entering Germany, and thus the export of Canadian grain to Germany has almost entirely ceased, to the disadvantage of the Canadian farmer;

That, in addition to the serious diminution of our export trade in cereals by reason of the loss of the German demand, Canada is also thereby deprived of a competing market, which is a great disability to producers in this country;

That, as the Imperial Government is now negotiating a commercial treaty with Germany, the time is opportune to secure the inclusion of Canada therein as a most favoured-nation, and that, in view of the fact that the tariff preference given by Canada to Great Britain is the cause of the present discrimination by Germany against this country, the Committee of Management feels that the Imperial Government should use every effort to procure for Canada, in said treaty between Great Britain and Germany, the advantages accorded to the most-favoured-nations;

That the Committee of Management hereby prays the Dominion Government to use every effort to secure the German market for Canadian exporters of produce, by the inclusion of Canada in the list of most-favoured-nations in the new treaty between Great Britain and Germany.

Threatened exclusion of Montreal by New York Produce Exchange from term "Atlantic port or ports."—Quite recently intimation was received by members of this Association that the members of the export trade of the New York Produce Exchange proposed to make the following addition to the rules of that trade:—

Rule 2.—For sales of grain, in which, by conditions of the contract, shipment is restricted to "Atlantic Port or Ports," the term "Atlantic Port or Ports" shall be understood to include the following ports upon the Atlantic sea-board of the United States:—Boston, New York, Philadelphia, Baltimore, Newport News and Norfolk, and shipments from ports other than those named above shall not be good tender on such contract.

A joint meeting of your Committee, the leading grain shippers, the shipping interest and representatives of the railway companies was held, when the opinion was expressed that the adoption of this rule would effect not only Montreal and St. John, but Portland also, through which, throughout the year, a large grain business is done by Canadian shippers. At request of the Committee of Management your President attended on 8th January the meet-

ing of the export trade of the New York Produce Exchange held to consider said rule, and upon his return he reported that the reason given for proposing to exclude Montreal was chiefly deficiency in the out-turn of cargoes shipped from this port, owing, it was believed, to the fact that the weight was taken before the grain was blown or screened, and also to some dissatisfaction which existed with regard to the Montreal inspection. Your President assured the meeting that this Association had already made efforts towards meeting the drawbacks complained of, and that upon his return he would put the views of that meeting before his Association with a view to endeavouring to effect such improvements in the weighing system and inspection service as will remove all cause for complaint. The New York meeting thereupon agreed to defer action in the matter for one month pending Mr. Craig's return and further advice from this Association, and the Committee of Management is now engaged in endeavouring to fulfil the President's assurance to the New York meeting.

REPORT OF REPRESENTATIVE ON THE BOARD OF HARBOUR COMMISSIONERS.

MONTREAL, 16th January, 1901.

To the President and Committee of Management of the Montreal Corn Exchange Association:

GENTLEMEN,—Another year has passed since I had the honour of presenting my report, and the time has now arrived for me to give you some *résumé* of what has been done on the harbour works during the past season.

The harbour enlargement works, in connection with Plan 12 a 2, have been vigorously prosecuted, and good progress has been made.

You will remember the high level pier opposite Jacques Cartier Square had been completed, and a commencement made in building the pier opposite the Custom House and also the new shore wharf between that and the entrance of the Canal, and work on these was resumed last spring, as well as upon the new shore wharf opposite Bonsecours Market, and continued unremittingly until the close of navigation. Towards the end of October one berth of the new pier opposite the Custom House was completed and immediately put into use, and the work on the pier was so nearly finished that it should be ready for occupation shortly after the opening of navigation. The new wharf opposite Bonsecours Market was also nearly completed. The crib work of the shore wharf, near the Canal, was all built up to low water line, and the concrete wall, with which it is to be surmounted, was partly built. The total length of crib work wharves built in place during the season was 3,122 lineal feet, or about five-eighths of a mile, and the quantity of dredging done was 1,323,800 cubic yards. In doing the dredging the rock required for crib filling was taken out of the Wind Mill Point Basin, so as to widen the deep water at the lower end, and thus give increased room for moving vessels.

It must be remembered that the Commission undertook to build the flood protection works for the City, and that a beginning was made in 1899 by the building of the flood protection wall between Black's bridge and King street.

In 1900 the old wooden dyke and the revetment wall upon which it stood were taken away from King street to Port street, and from the west end of Bonsecours market to the ramp at Berri street, and the new flood protection wall, of a length of 2,894 feet or nearly three-fifths of a mile, was built instead. The street at both places was also widened to its intended new breadth, to the great relief of traffic, especially at Bonsecours market.

A great deal yet remains to be done; indeed, very much more than can be accomplished in the coming season, but the Commission will put forth every effort to overtake all that is possible by working day and night.

I may now mention here some of these works which will probably be finished: (1) the works between the entrance of the Lachine Canal and the Island wharf, including the high level shore wharf, thus giving fully 3,000 feet of new wharf space over and above what was available last season; (2) the partly built flood protection wall between Port and Callieres street; (3) the high level shore wharf sections 18 and 19 at Bonsecours market; (4) and, further, the continuation of the flood protection wall from Callieres street to St. Dizier lane, and from the west end of the Bonsecours market to Jacques Cartier square, in all some 1,213 feet, and some others which may be commenced, such as the middle pier, with the shore wharf between it and the pier built last season, the raising of the wharf at the north-west or city side of the Wind Mill Point Basin to the higher level required to give winter access to the Conners' Syndicate elevator and freight houses, and the extension of the broad wharf on the south east side of the Basin, from the Dominion Coal Company's allotment downwards.

The carrying to completion of all these works the coming season the Engineer reports to be beyond the capacity of the dredging plant, so that in all probability those that seem the most pressing will be selected, and every effort will be made to push them to completion.

Your representative regrets to have to report that work on the Conner's Syndicate elevator and freight houses has not been prosecuted with any show of vigour; indeed, practically nothing has been done, except the driving of a few piles and the placing of others on the ground for use in early spring. The Commissioners have endeavoured to guard the interests of the Port in connection with this contract, and have taken no steps except under the guidance of their solicitors. An effort was made at their last meeting by the representative of the Board of Trade, which your representative aided in, to have a report from the Engineer, as to whether their work had been prosecuted in such a way as was to be expected, for only after such report could further action be taken if deemed necessary, but their fellow Commissioners, while fully appreciating the situation, and thoroughly dissatisfied with the progress of the work, felt the time inopportune, and, therefore, voted down the resolution proposed.

The revenues of the Harbour for the past season (1900) amounted to \$286,958.68, a decrease of \$9,815.73.

The imports show a decrease of \$13,699.49, local traffic \$1,215.91, while the exports show an increase of \$1,912.93.

The sea going tonnage amounted 692 steamers, 34 sailing vessels, with a tonnage of 1,393,886 tons, against the previous year—773 steamers, 28 sailing vessels, with a tonnage of 1,517,611 tons, thus showing a decrease of 75 vessels and 123,725 tons.

The inland vessels also show a deficiency, barge 8,310, with tonnage 1,659,616 against 8,799 with tonnage 1,839,972 the previous year.

Respectfully submitted,

JOHN TORRANCE,

Harbour Commissioner for the Corn Exchange Association.

Nominations of Boards of Examiners for Flour and Grain.—In accordance with its usual custom, the Council of the Board of Trade asked for nominations for the Boards of Examiners for Flour and Grain, and, the same having been made, the Council adopted them as follows:

Flour and Meal.—A. E. Gagnon, W. A. Hastings, J. E. Hunsicker, H. W. Raphael, Lionel J. Smith.

Wheat and other Grain.—E. F. Craig, A. G. McBean, H. D. Metcalfe, Jos. Quintal, Geo. A. Thomson.

Meeting of permanent Western Grain Standards Board.—The meeting of the permanent Board for the selection of standards of grain grown west of Port Arthur was held in Winnipeg on October 26, Mr. Alex. McFee being the Montreal representative thereat. Mr. McFee, upon his return, presented to your Committee an interesting report of the proceedings, from which it appeared that a commercial grade was fixed of No. 3 Manitoba Hard, and that it was left to the discretion of the Inspector to grade wheat that would not pass No. 3 Hard as No. 3 Northern.

Fourth Congress of Chambers of Commerce of the Empire.—The Association, having received invitation to be represented at the Fourth Congress of Chambers of Commerce of the Empire, which was held in London on 26th, 27th, 28th and 29th of June, the Committee appointed Mr. H. D. Metcalfe to act in that capacity, and he was accordingly present at the four days' sessions of that Congress. Our Secretary also attended, and his report of the proceedings will be found on pages 31 to 43.

Outing for the Members.—The old-time custom of an outing for the members was received last summer with considerable success, it taking the shape of a trip through the Soulanges Canal on Saturday, 15th September, as the guests of the Canada Atlantic Railway Company, who very kindly provided railway transportation to Coteau, conveyance in one of their barges through the Canal and a special train from Lachine to the City. While passing through the Canal, a collation was served, at which some interesting speeches were made. The weather was fine, and the outing was greatly enjoyed by the large number of members who accepted the invitation of the Canada Atlantic Railway Company to be its guests on the occasion. The following resolution of thanks to the Railway Company was adopted by the members while passing through the canal:—

Resolved—That the Montreal Corn Exchange Association cannot separate without expressing their high appreciation of the courtesy the Canada Atlantic Railway Company has extended to them in providing transportation to Coteau and from thence *via* the Soulanges Canal to Lachine on the occasion of their annual outing. Their thanks are especially due to Mr. C. J. Smith, General Traffic Manager, for the bountiful provision he has made for the entertainment of his guests and for the opportunity afforded them of seeing the magnificent work on the canal. The Association also desires to express its admiration for the energy and enterprise exhibited by the Canada Atlantic Railway Company in opening a new avenue of transportation from the great west, which has already furnished so large an increase to the trade of Montreal, and which, it believes, is destined to prove a still more important factor in the future.

Strathcona Horse visits this City.—On the occasion of the visit of the Strathcona Horse to this City, the following cablegram was despatched:—

MONTREAL, March 12, 1900.

STRATHCONA, London.

Montreal Corn Exchange Association, taking occasion visit Strathcona Horse, sends sincere congratulations your noble and loyal generosity raising same.

E. F. CRAIG,
President.

Lord Strathcona replied to the foregoing as follows :—

LONDON, March 13, 1900.

E. F. CRAIG, President Corn Exchange,
Montreal.

Warmly appreciate message ; much impressed by kind and generous welcome Montreal has extended my force ; please convey heartfelt acknowledgments members Exchange.

STRATHCONA.

Obituary :

Mr. Henry A. Budden died 27th February.—The death of Mr. Henry A. Budden, one of the charter members of the Association, and long a well-known figure on 'Change, was very deeply regretted, and the following resolution, with regard to the sad event, was adopted at an impromptu meeting of members of the Association held 1st March:

“That the Corn Exchange Association deeply deplores the death of Mr. Henry A. Budden, a charter member of the Association, its Vice-President in 1863 the year of its incorporation, and its Treasurer in 1865, 1866 and 1867 ;

“That throughout Mr. Budden's long connection with this Association his kindly manner and uniform courtesy won for him the high esteem and warm regard of the members generally ;

“That the sincerest sympathy of the Association is tendered to the members of Mr. Budden's family, and that, as a token of respect for Mr. Budden's memory, the Committee of Management and members of this Association do attend the funeral this afternoon.”

Membership.—The following gentlemen were admitted to membership during the year :—E. G. Brooks, Messrs. Jas. Scott & Co.; A. W. Morris, Stock Broker ; H. W. Crofts, Jas. Carruthers & Co. ; J. Delano Wood, The Canadian Baling Co., Ltd. ; F. W. Thompson, the W. W. Ogilvie Milling Co. ; R. D. Martin, the Northern Elevator Co.

The whole respectfully submitted,

E. F. CRAIG,

President Montreal Corn Exchange Association.

MONTREAL, Jan. 17, 1901.

REPORT OF THE MONTREAL WHOLESALE GROCERS' ASSOCIATION.

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

GENTLEMEN,—The Montreal Wholesale Grocers' Association, in connection with your Board, begs to submit its annual report as follows :—

Many matters were considered by the Association during the year, which, while of temporary importance, do not call for mention in this report.

There being a very general desire among the wholesale grocers to shorten the terms and make them uniform, an effort was made in this direction, but without success. The trade here is almost unanimous on the question, but the Ontario merchants, owing to the keen competition by specialty houses, find it impossible to agree to the proposal. The wholesale grocery business is even now conducted on a much better basis as regards terms and discounts than any other branch of trade, although there is still room for improvement.

A special meeting of the Dominion Wholesale Grocers' Guild was held in Toronto on May 1st, when your President represented this Association. The principal subject considered was the question of terms and discounts, and an agreement was proposed, but, as it involved a lengthening of terms and an increasing of discounts allowed by the Montreal trade on certain articles, this Association could not adopt the proposal; it was decided, however, that the Western merchants should be allowed to meet local conditions as to terms and discounts.

During the past season the canners had interfered very seriously with the sale of canned goods by the wholesale houses, by selling car-load lots of their goods to the retailers at the same price as charged to the wholesale trade for large lots of five and ten thousand cases. The Association brought the matter to the attention of the Canadian Packers' Association, and there is every reason to expect the grievance will be remedied next season.

This Association was represented by Mr. L. E. Geoffrion at the International Congress of Grocers held in Paris on June 13th, 14th and 15th. This Congress was attended by wholesale and retail grocers from all parts of the world, and its meetings were very interesting.

The various trade arrangements have worked very smoothly indeed, and it was only rarely that any difficulties were met with in this connection.

The whole respectfully submitted,

S. J. CARTER,

President Montreal Wholesale Grocers' Association.

REPORT OF THE MONTREAL WHOLESALE DRY GOODS ASSOCIATION
To the President and Council of the Montreal Board of Trade:

GENTLEMEN,—The Montreal Wholesale Dry Goods Association, in connection with your Board, begs to submit its annual report.

The Association has again this year endeavoured to secure from the railways the benefit of excursion rates for merchants coming to the city for the trade openings, but without success. It is a matter for regret that the railways do not assist the trade by granting what this Association considers a most reasonable request.

The reduction, by the manufacturers, of the trade discount on linen threads, was strongly objected to, as the trade considered that the profits they had been receiving were small enough, and that at the reduced rate it would not pay to handle the goods. The Association wrote to the thread agents here asking them to reconsider the matter, and I am pleased to report that the former discounts were at once restored.

The decision of the Canadian Coloured Cotton Co. to cease prepaying freight on their goods caused great dissatisfaction, and a strong deputation waited on the agents of the Company with a view of inducing them to continue their former practice of including freight charges in the cost of the goods. This the agents refused to do, and the new arrangement went into effect commencing with the fall business.

The Association's attention was called to a bill which had been passed by the Legislative Assembly and Legislative Council, and which was about to become law, provid-

ing that legal action for the collection of promissory notes shall be taken in the district in which the maker of the note resides. The trade was unanimous in condemning the bill, as city merchants are even now put to considerable expense and trouble to collect notes which have not been met, and to be forced to take action, perhaps hundreds of miles away from their places of business, would make it almost impossible to secure payment of overdue notes. The only persons who would benefit by the new law would be country lawyers and the debtor who wished to escape payment of his debts.

The Attorney-General, upon being communicated with, stated that he had unsuccessfully opposed the passage of the bill. He pointed out, however, that merchants could avoid the law by having the makers of promissory notes state on the face of such notes that they elect domicile in the place at which the notes are drawn.

The fact that such dangerous laws could be enacted without coming to the attention of the parties most interested was felt to be a very serious matter, and the Association, while asking the Council of the Board of Trade to endeavour to have the law referred to, amended at the next session of the Provincial Legislature, suggested that, if possible, the Board should secure the services of a good commercial lawyer to watch the proceedings of the Legislature, and to bring to the Board's notice any bills relating to commercial matters. In reply the Council stated that it coincided with this suggestion, and promised to adopt it if financial considerations permitted.

The effort to secure uniformity in terms and discounts by means of a Dominion agreement has, as far as the Montreal and Quebec trade are concerned, been abandoned. After very full discussion it was decided that the difficulties in the way of carrying out such agreement fairly are so great as to make it impossible.

In spite of the repeated protests of this and similar Associations during the last three years against the practice so often adopted in the past of compromising cases of undervaluation at the Customs House, the Government has seen fit to settle out of court one of the most flagrant cases of fraud on the Customs ever perpetrated in Canada.

This was the case of Fitzgibbon, Schafheitlin & Co., which, after many delays, came up for trial in the Exchequer Court in May. The evidence adduced showed that Fitzgibbon, Schafheitlin & Co. had been systematically defrauding the Customs for a period of about twelve years. The persistent rumours to the effect that the Government was about to accept a compromise, led the Association, on May 16th, while the trial was in progress, to telegraph the Minister of Justice and the Minister of Customs urging them not to entertain any proposition for the settlement of the case out of court. On that very day, however, the compromise was effected, and the case withdrawn from the court.

This Association cannot too strongly condemn such methods of settling such clear and long-continued breaches of the law.

The whole respectfully submitted,

JAS. RODGER,

President Montreal Wholesale Dry Goods Association.

REPORT OF THE MONTREAL MARINE UNDERWRITERS' ASSOCIATION.

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

GENTLEMEN,—The Montreal Marine Underwriters' Association in connection with your Board begs to submit its tenth annual report.

In February the Minister of Marine and Fisheries introduced in Parliament a Bill providing for the establishment of a Pilotage Court in Montreal which would have jurisdiction in all cases of charges or complaints against pilots in connection with any accident happening to, or caused by, vessels in their care. The Court was to be composed of three members, one, the President, to be appointed by the Minister of Marine and Fisheries; one by the Pilotage Authorities and the third by the Pilots themselves. The bill further provided that, upon the establishment of an Admiralty Court in this City, the Ministers' appointee on the Pilotage Court should be replaced by the Judge of the Admiralty Court. The provisions of this bill aroused the strongest opposition on the part of the Board of Trade, the Shipping Interest, this Association and other bodies interested, who considered that it was very undesirable that a court, whose duty it would be to try pilotage cases, should be subject to the influence of the pilots or the Government. On March 3rd a strong deputation of members of the Harbour Commissioners, Board of Trade, Shipping Interest and this Association, had an interview with the Minister of Marine and Fisheries and the Minister of Public Works, and laid before them their objections to the bill. The result was that the bill was slightly amended, but without being made more acceptable. The amended bill was finally passed despite the strongest opposition. In the bill as passed it is provided that the Pilotage Court shall consist of a Commissioner (who must be an advocate) appointed by the Minister of Marine and Fisheries. This Commissioner has the power to call in the aid of one or more assessors when hearing any case. The licensed pilots and the pilotage authorities shall each elect, annually, one or more persons qualified to act as assessors. It is feared that the passage of this bill will defer for a long time the establishment of an Admiralty Court.

The Minister of Marine and Fisheries at about the same date as that on which he introduced the Pilotage bill in Parliament forwarded to the Harbour Commissioners of Montreal, and endeavoured to induce them to pass, an amendment to one of their By laws proposing to limit the number of pilots to fifty. This proposal was so strongly objected to by everybody interested in the trade of the port that it was withdrawn. The Association was greatly disappointed to find that, at the very moment when all public bodies such as the Board of Trade, the Shipping Interest and the Corn Exchange Association were doing their utmost to release the shipping trade from the control of the pilots the Government was apparently determined to assist the pilots to strengthen their hold on the trade of the port. While considering that it is very important that no vessels should undertake to go down the river without having a pilot aboard, the Underwriters are of opinion that no relief can be hoped for until the payment of pilotage is made optional instead of compulsory.

As some of the pilots are considered more competent than others, the steamship lines have been in the habit of engaging special pilots for their vessels. According to by-law

109 of the Harbour Commissioners, however, pilots so engaged are only allowed to make thirty trips in one season. The effect of this arrangement has been to insure the vessels of the regular lines being in charge of the best pilots for nearly the whole season, only to be handed over to the pilots of the *tour de role* when the limit of thirty trips has been reached, which happens, of course, towards the end of the season when, owing to low water and adverse weather conditions, the very best skill obtainable is required. In 1898 this conditions of affairs was met temporarily by the *tour de role* pilots agreeing to waive their rights for that season. The same conditions arose this season, and the Association endeavoured to have by-law 109 governing the matter repealed so as to allow the special pilots to exceed the limit if necessary to complete the season. The Government communicated with the Harbor Commissioners who refused to comply with the request.

The circumstances that vessels can leave ports in the St. Lawrence, other than Montreal, without port warden inspection, has long been complained of, and, as mentioned in last year's report, an effort was made by the Minister of Marine and Fisheries at the instance of this Association, to include in the Bill providing for the extension of the term for the carrying of full deck loads, a clause subjecting the loading of lumber cargoes at every Canadian port, to port warden inspection. This clause failed to pass, and nothing has since been done, but the Minister has promised that he will do his utmost to secure the passage of the required legislation at the next session of Parliament.

The question of the alleged discrimination in marine insurance rates against this port, as compared with United States ports, has occupied the attention of commercial bodies of this and other cities of the Dominion for a considerable portion of the year. The matter was first brought to the attention of this Association in May last, by the receipt of a letter from a committee of the Council of the Board of Trade, which had the matter under consideration, asking this Association—(1) to specify what it considered necessary to ensure a reduction in the present rates of marine insurance, and (2) to give statistics of losses on the St. Lawrence route for the past five years. Immediately upon the receipt of this request, the Association met and appointed two sub-committees, one to prepare each statement. Owing to the illness of a member of the committee on statistics and to the great amount of work involved in the compilation of these statements, they were not yet completed on Oct. 10, when the Council's Committee reported that the figures it had asked for had not been forthcoming, and recommended that the Government be at once petitioned to appoint a Royal Commission to enquire into the question of marine insurance rates on the St. Lawrence route. The Council adopted the Committee's recommendation, and decided to petition the Government. Before the petition was sent forward this Association asked the Council to afford it the opportunity of a conference, with a view to inducing it to ask for the appointment of a Royal Commission, with powers so wide as to include an investigation into all matters affecting St. Lawrence shipping. Much to the regret of this Association, the Council refused to grant this request, and, without hearing the Association, petitioned the Government to institute an enquiry into the question of marine insurance rates only. Upon the refusal of the Council to hear the representations of the Association, it was decided to go direct to the Government, and a deputation of Underwriters secured an interview with the Premier and several members of the Cabinet on November 12th. The

deputation submitted a lengthy statement, setting forth reasons, other than the high insurance rates, to account for the failure of the St. Lawrence trade to attain the proportions expected. A series of statistical tables were also laid before the Premier and his colleagues, giving the premiums and losses on marine business from this port during the past eleven years. These tables showed that, even if the business had been carried on during the whole period on the basis of the present rates, it would not have yielded a profit. From the remarks made by the Premier and other Ministers, the Association believes that the powers of the Commission will be extended.

The death of Mr. J. H. Routh, a member of this Association since its organization, and for many years an active officer, which occurred on January 4th, called forth sincere expressions of regret from the members. At a special general meeting of the Association, held on the day of his death, the following resolution was adopted:—

“That this Association has learned with deep regret of the death of Mr. John H. Routh, a charter member, and for many years Vice-President of this Association;

“That this Association desires to place on record its appreciation of the high character and sterling worth of Mr. Routh and its great loss sustained through the death of one who represented in himself the most intelligent and conservative form of underwriting, and faithful adherence to all his engagements;

“That this Association hereby expresses its deep sympathy with the family of the late Mr. Routh in their irreparable loss, and that a copy of this resolution be sent to them.”

The whole respectfully submitted,

C. E. GAULT,

Vice-President Montreal Marine Underwriters' Association.

REPORT OF THE MONTREAL BUTTER AND CHEESE ASSOCIATION.

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

Gentlemen,—The Montreal Butter and Cheese Association, in connection with your Board, begs to submit its annual report as follows:

In my report for last year I referred to the assistance given by this Association to the Quebec Dairymen's Association in its endeavour to secure an increased grant from the Provincial Government, and it is with satisfaction that I record that these efforts resulted in an increased bonus being given.

In February, Messrs. Campbell, Shearer & Co., of London, England, applied to the Quebec Legislature for a bonus of \$20,000 a year for twenty years, for the purpose of enabling them to start a packing factory in this province, and to provide the farmers the means of placing their produce on the English market in the cheapest possible manner. The firm undertook to pay the Quebec producer the same price for the goods as was realized in London, less the bare cost of packing, shipping, etc. A special meeting of the Association was held, a resolution adopted and a strong deputation appointed to proceed to Quebec in conjunction with the representatives of the Dairymen's Association and the Packers, to protest against the Government giving any assistance to enterprises which would compete against merchants who had invested their own capital in business undertakings. The bonusing of such a firm in the produce business is particularly unne-

cessary, as the keen competition already insures to the farmer the highest possible price for his products. I am given to understand that our efforts in this matter proved successful, and that the scheme has completely collapsed.

Prof. Robertson, the Dominion Dairy Commissioner, laid before this Association, at a special meeting held for the purpose, a proposal for the appointment of an Official Referee in Montreal, to whom any dispute, as to quality of butter and cheese between factorymen and merchants, could be referred. The suggestion was heartily approved of, and Mr. J. A. Ruddick received the appointment in July. The able and efficient manner in which Mr. Ruddick has carried out the very arduous duties of Official Referee is known to you all, and I desire to take this opportunity of tendering him, on behalf of the members of this Association, the warmest appreciation of the efficient and impartial manner in which he has always carried out the charges of his office. The office of Official Referee, to my mind, is one of the most important and most useful in connection with the dairy industry of this country. The Official Referee is at once made familiar with the different qualities arriving on this market, and, whenever any defects in quality are discovered, a report is immediately sent by him to the factory, and remedies suggested, and I venture to prophesy that, if the duties of this office continue to be as faithfully discharged in the future as in the past (and I am sure they will be), it will not be long before the standard of quality will reach even a much higher plane than it has ever attained in the past.

In order to remove the cause of the complaint that the steamship companies were not careful enough in handling cheese and butter, the Dairy Commissioner undertook to secure the services of competent men at the principal ports in Britain to watch the landing of these articles, and, if damage to the packages was found to result from careless handling on the part of the steamship companies, to cable the particulars to the Department of Agriculture. The widest publicity being given such cases, the steamship companies would find it to their interests to improve their methods in handling butter and cheese. This arrangement has recently been carried out, and it is expected the trade will be greatly benefited thereby.

At the request of the Department of Agriculture a committee consisting of six members was appointed to inspect a quantity of cheese that were cured at different temperatures, being an experiment similar to that tried the previous year. The committee was very much impressed with the difference in quality between those cured at the lower temperature, and those that had been cured in the ordinary curing room which were subjected to all kinds of fluctuations in the temperature according to weather. The Committee sent its report to the Department of Agriculture.

It is to be hoped that the Government will continue to press home the importance of most of the factorymen having better curing rooms.

The exposures made in the Montreal Cold Storage case caused some excitement in business circles, particularly in the butter and cheese trade. A number of arrests followed these exposures, among them being that of the manager of the company, Mr. T. J. Chisholm, who was considered the principal offender, and who, it is believed, benefited by the fraudulent practices. Upon the suspected parties being admitted to bail, Chisholm

disappeared. Weeks passed ; Chisholm was still at large, and there were persistent rumours to the effect that the Provincial Government, for some reason or other, was not prosecuting the search as vigorously as it might. A special meeting of this Association was called on Nov. 6, and the following resolution was adopted and subsequently communicated to the Attorney-General :—

“Resolved—That this Association considers it of the utmost importance in the interests of justice and commercial morality that the Provincial authorities should spare no effort nor expense to secure the arrest of T. J. Chisholm.”

The Attorney-General replied that he understood his duty from the moment Chisholm left the country, and that he had given orders to the proper officers to make every effort to secure the apprehension of the fugitive. Considering that the case was of sufficient importance, the Association suggested that a substantial reward should be offered, but the Provincial Cabinet refused to adopt the suggestion. Notwithstanding the Attorney-General's assurance that he knew his duty, and that every possible step was being taken, Chisholm is still at large.

Quite a number of members of this Association are now engaged in the egg trade, and I would suggest that some effort be made to induce those egg merchants who are not members to become such. The success of such effort will depend largely on the hearty co-operation of the Butter and Cheese exporters.

The egg business is a branch of our export trade which is every year becoming of more importance to the farmers, seeing that it is a source of considerable revenue with very little outlay attached. Although the trade is in a good healthy state, and growing rapidly, there is still room for considerable increase, as we now supply Great Britain with less than 10 per cent. of the eggs she imports.

In the development of the export trade, a good deal rests with the farmer, as, if he wishes to produce eggs on a paying basis, he must keep none but the very best layers, and bring in new stock every year in order to keep up the standard of the flock.

Unity of action among egg packers and dealers in Montreal, and Canada generally, is very much to be desired, and material advantage can be gained without injury to the interests of the producers, by a tacit understanding being arrived at on many points concerning the trade.

Many complaints have been made about the careless handling of cases of eggs by the transport companies. Eggs are often allowed to stand for hours or even days in the sun and rain, and then shipped in springless and unventilated cars, in which the temperature ranges from 80° to 100°, or over. In some instances as many as six days elapse from the date of the bill of lading before the eggs are delivered to the consignees. Combined action on the part of those interested would, it is reasonable to suppose, improve these conditions and secure more equitable rates for marine insurance and ocean freight.

The Steamship Companies could assist and increase the trade by being more careful in the handling of eggs, as considerable loss is sometimes incurred owing to cases arriving in Britain in a damaged and leaky condition.

I think it would be in the interest of the trade to use only a thirty dozen case. In

some instances this would save considerable trouble; for example, when a sale of a certain number of cases is made, the sizes not being mentioned, the seller has the option of filling the order with whatever sized cases he wishes, according to the state of the market. Again if a case goes astray while in transit, it is sometimes difficult to get the railway companies to entertain a claim for more than a thirty dozen case.

Messrs. Isaac Hibbert, O. M. Gould and R. M. Ballantyne were admitted to membership in the Association.

In conclusion I desire, on behalf of the members, to convey to the different Committees our warm appreciation of the faithful and efficient manner in which they have carried out the various duties entrusted to them. While our Association has accomplished much in the past I still feel that there is a great deal yet to be done. We have had before us, during the last season, questions regarding the buying, inspecting and paying of cheese bought on country boards, and also the selling on c. i. f. terms. Both of these are broad questions, and I would suggest that both should receive our careful consideration during the coming season. They are questions upon which, to my mind, should a decision be arrived at, we should stand shoulder to shoulder and act as a unit. There is no doubt that our rules are very lax, so far as c. i. f. sales are concerned, and I would suggest that a committee be appointed to consider and submit any alterations or additions that may be considered necessary to our present rules. The whole respectfully submitted,

ARTHUR J. HODGSON,

President Montreal Butter and Cheese Association.

REPORT OF THE MONTREAL METAL AND HARDWARE MANUFACTURERS' AND MERCHANTS' ASSOCIATION.

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

GENTLEMEN,—The Metal and Hardware Manufacturers' and Merchants' Association in connection with your Board begs to submit its annual report as follows:—

Only two matters of general interest were taken up by the Association during the year. They were, first, the lack of uniformity in the Customs appraisement, and, second, a discrimination in freight rates by the railroads.

Owing to the high prices of iron and steel and their products which prevailed during the first half of the year, it was of even more than ordinary importance to merchants that the same amount of duty should be collected on similar goods brought into Canada at the various ports of entry. The amount of duty to be collected depending upon the classification and market price of the goods, it is evident that, as collectors at smaller ports cannot be expected to be as familiar with such matters as those at larger places who have the assistance of qualified appraisement, there is room for serious differences in the amount of duty collected on similar goods at different ports.

This Association took up this matter vigorously, and a deputation composed of Messrs. Wm. McMaster, T. P. Bacon and T. H. Newman visited Ottawa early in July, and succeeded in laying before the Government specific instances of such differences.

The Minister of Customs promised a number of changes, which he was confident would, to a very large extent, remove all cause of complaint of a number of importers.

Among the changes proposed are :—The strengthening of the appraising branch of the Department at headquarters by the appointment of experts, especially in the hardware trade,—The collection of reliable information as to foreign values by the appraising branch, such information to be communicated to all Collectors and Customs Boards throughout the country,—The examination by the Board of Experts of copies of all invoices of goods imported ; importers to be required, after the first of January, 1901, to leave duplicate copies of invoices in the Customs, one of which will be forwarded to Ottawa for examination.

It is believed that these improvements in the system will result in duty being collected on the same basis at all ports of entry.

In connection with the changes in the system of collecting duties, the Minister of Customs is having a complete classified statement of the imports and exports prepared each month in order that merchants may keep themselves posted as to the volume of trade in their various lines.

Freight Matters.—On the 13th December, 1899, a special meeting was held ; not only the members of this Association, but representatives of other lines of business also (notably the paint and oil business) were invited to attend. Mr. Reeve and Mr. Loud represented the Grand Trunk and Mr. Bosworth the Canadian Pacific Railway.

The serious question of discrimination against this city was freely explained to the representatives of the railroads. As the subject proved very exhaustive, a special committee was appointed, composed of Messrs. Geo. Caverhill, W. W. Near, Wm. McMaster, Robt. Munro, J. C. McCormack and T. H. Newman, to take the entire question up with the Railroads.

After numerous meetings and suggestions from both sides, the railroads announced a return to the Commodity Tariff, which took place on the 1st March, and which on the whole was acceptable to the manufacturers and jobbers of this city.

The whole respectfully submitted,

T. H. NEWMAN,

President Montreal Metal and Hardware Manufacturers' and Merchants' Association.

THE BANKERS' SECTION OF THE MONTREAL BOARD OF TRADE.

In consequence of illness, Mr. Geo. H. Balfour, the Chairman of the Bankers' Section, has been unable to compile its Annual Report. The following comparisons of total monthly clearances for the last three years are taken from the report of the Montreal Clearing House.

	1900.	1899.	1898.
January.....	\$62,853,000	\$64,850,000	\$60,334,000
February.....	54,250,000	62,432,000	62,332,000
March.....	54,882,000	69,606,000	62,043,000
April.....	55,915,000	61,249,000	50,003,000
May.....	62,332,000	71,777,000	56,475,000
June.....	65,543,000	63,756,000	60,423,000
July.....	61,293,000	63,209,000	59,471,000
August.....	58,209,000	63,115,000	55,578,000
September.....	57,685,000	64,163,000	61,856,000
October.....	65,983,000	69,792,000	67,354,000
November.....	68,656,000	71,101,000	67,250,000
December.....	63,311,060	68,979,000	69,143,000
	<hr/>	<hr/>	<hr/>
	\$730,933,000	\$794,029,000	\$732,264,000

TOTAL SHIPMENTS OF PRODUCE TO PARTICULAR PORTS, VIA RIVER ST. LAWRENCE, FROM THE OPENING OF NAVIGATION, APRIL 25TH, 1900
(first arrival from sea), TO THE CLOSE, DECEMBER 1st (last departure for sea), WITH COMPARATIVE FIGURES FOR 1899.

PORTS.	Wheat.	Corn.	Peas.	Oats.	Barley.	Rye.	Buck- wheat.	Flax- seed.	Flour.	Meal.	Eggs.	Butter.	Cheese.	Lard.	Meats.	Hams and Bacon.	Cattle.	Apples.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Brls.	Brls.	Cases.	Pkgs.	Boxes.	Brls.	Pkgs.	Pkgs.	Head.	Brls.
London.....	1,773,281	864,702	145,578	1,120,001	21,222	34,362	10,328	20,989	148,142	1,853	3,426	63,899	851,074	16,012	3,166	1,269	22,672	12,157
Liverpool.....	3,130,614	1,003,208	426,774	62,774	63,814	16,963	646	.....	57,926	7,626	90,833	108,709	473,911	40,581	76,190	2,701	24,450	87,415
Manchester.....	1,180,248	632,530	84,287	675,484	.....	.....	.....	.....	2,072	.....	17,379	24,455	54,232	13,266	1,196	1,020	9,693	14,397
Bristol.....	957,310	630,830	73,286	133,918	92,839	8,603	34,634	16,818	6,967	178	39,639	26,174	439,140	19,659	16,152	261	7,705	3,468
Newcastle.....	16,121	25,714	17,168	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,882	.....	.....	.....	3,752	7
Glasgow.....	996,533	2,769,022	358,320	951,732	424,474	176,102	.....	50,314	92,117	12,758	75,261	28,149	132,858	2,098	8,673	1,254	21,070	125,908
Lerthl.....	571,852	144,576	111,335	133,697	33,770	.....	.....	.....	12,941	.....	.....	.....	50,773	458	.....	.....	.....	166
Aberdeen.....	.....	124,220	.....	80,218	.....	.....	.....	.....	41,774	2,323	1,100	.....	10,367	140	.....	.....	.....	9,705
Punth.....	406,144	622,045	.....	58,059	17,075	.....	.....	.....	16,177	3,606	.....	.....	10,400	364	10	.....	.....	1,003
Belfast.....	.....	1,639,703	28,248	104,893	136,063	154,237	.....	.....	21,228	1,448	.....	.....	16,571	587	50	.....	.....	3,086
Cardiff.....	454,312	308,316	8,302	181,700	58,249	.....	.....	.....	895	.....	500	.....	37,996	.....	80	.....	2,568	363
Hamburg & Antwerp.....	872,757	389,800	.....	1,233,171	148,684	119,358	200,663	25,202	3,146	2,360	109	.....	.....	.....	25	.....	.....	1,520
Bordeaux & Havre.....	45,328	.....	772	186,175	.....	.....	12,569	.....	.....	.....	.....	.....	.....	569	.....	.....	.....	33
Lower Ports.....	10,408,501	11,108,489	1,637,970	4,934,454	966,250	509,655	306,171	125,892	408,385	32,212	237,138	253,476	2,056,704	134,197	106,541	6,620	92,180	259,163
Total for 1900.....	.....	7,496	12,877	550	.....	.....	.....	.....	208,892	1,118	.....	2,800	1,611	2,443	4,187	261	.....	2,281
Total for 1899.....	10,408,501	11,175,985	1,650,847	4,935,004	996,250	509,655	306,171	125,892	612,277	33,300	237,138	256,276	2,057,945	136,649	110,728	6,881	92,180	261,394
Increase or decrease.....	9,852,125	13,274,750	1,282,549	3,926,564	1,081,147	366,016	179,195	609,350	1,320,372	40,554	177,643	462,115	1,816,985	59,857	104,430	7,603	81,804	286,473
Increase or decrease.....	556,376	2,098,765	338,296	1,008,440	84,897	143,639	126,976	453,458	708,065	7,194	59,495	205,839	240,960	75,783	6,298	722	10,376	25,079
Increase or decrease.....	Increase.	Decrease.	Increase.	Increase.	Dec'se.	Inc'se.	Inc'se.	Dec'se.	Decrease	Dec'se.	Inc'se.	Dec'se.	Increase.	Inc'se.	Inc'se.	Dec'se.	Inc'se.	Dec'se.

RECEIPTS OF GRAIN, FLOUR, MEAL, BUTTER AND CHEESE AT MONTREAL MONTHLY DURING 1900.

1900.	Wheat Bush.	Corn Bush.	Peas Bush.	Oats Bush.	Barley Bush.	Rye Bush.	Buck-wheat Bush.	Flaxseed Bush.	Flour Brls.	Meal Brls.	Butter Pkgs.	Cheese Boxes.
January	155,350	1,800	7,150	84,300	2,700	900	2,000	.....	34,231	700	6,917	2,949
February	132,000	5,000	23,600	123,000	3,400	900	6,500	.....	41,430	856	5,038	1,358
March	49,683	6,000	31,858	235,114	19,432	1,500	2,900	.....	33,975	500	6,021	1,240
April	104,956	.....	63,488	217,441	30,157	8,950	1,300	.....	30,307	405	10,257	9,118
May	2,054,745	1,793,094	191,546	694,250	154,200	15,219	27,341	.....	124,644	1,925	35,157	155,630
June	2,047,145	1,198,145	116,722	850,349	14,384	47,775	7,200	.....	94,535	1,832	70,159	383,971
July	1,907,897	1,650,210	122,885	554,964	73,551	138,343	1,600	.....	68,848	700	74,439	360,406
August	1,547,867	69,199	72,885	378,591	9,460	39,641	900	.....	117,850	1,541	94,630	372,876
September	1,541,986	2,166,174	69,199	427,867	91,384	80,720	.....	.....	89,298	300	53,250	282,447
October	1,462,137	1,044,154	275,057	495,051	254,468	71,811	148,400	.....	106,269	325	36,360	264,085
November	851,976	1,622,554	553,207	495,051	221,385	66,545	26,700	.....	63,300	500	16,316	146,869
December	139,400	893,955	16,800	64,300	25,000	26,900	800	.....	34,493	150	14,467	26,027
By River Boats during Season .....	.....	.....	10,000	300,050	.....	.....	.....	.....	.....	.....	12,812	188,297
Total	12,288,772	10,310,656	1,563,229	4,647,852	1,026,769	609,204	225,701	109,057	838,182	9,014	441,652	2,154,763

EXPORTS OF GRAIN, FLOUR, MEAL, BUTTER AND CHEESE FROM MONTREAL MONTHLY DURING 1900.

1900.	Wheat Bush.	Corn Bush.	Peas Bush.	Oats Bush.	Barley Bush.	Rye Bush.	Buck-wheat Bush.	Flaxseed Bush.	Flour Brls.	Meal Brls.	Butter Pkgs.	Cheese Boxes.
May	2,271,575	1,490,794	101,176	965,584	175,649	100,883	59,504	.....	36,862	6,905	4,078	124,070
June	1,732,545	1,096,120	176,160	909,021	159,560	46,758	9,511	.....	71,801	4,402	32,974	312,149
July	1,083,781	204,019	834,128	834,128	122,773	151,094	30,883	.....	34,882	2,232	35,459	365,066
August	1,678,846	81,527	770,239	770,239	24,959	50,041	10,270	.....	63,330	2,539	38,923	424,956
September	1,731,297	1,750,330	139,645	548,600	16,537	43,246	800	.....	61,110	7,650	35,057	320,824
October	1,078,506	1,403,306	533,831	493,677	151,567	45,166	707	.....	90,437	7,308	36,128	306,402
November	780,591	1,256,731	401,612	467,295	345,205	72,507	194,406	.....	32,893	4,166	12,876	292,837
Total	10,408,501	11,163,489	1,637,970	4,934,454	996,250	509,655	306,171	125,892	463,385	32,212	253,476	2,056,304

Lowest and highest prices of Flour and Wheat in Montreal during thirty-nine years.

Years.	STRAIGHT ROLLER FLOUR. per barrel of 196 lbs.		NO. 1 HARD MANITOBA WHEAT. per bushel of 60 lbs.		Years.	SPRING EXTRA FLOUR per barrel of 196 lbs.		U. CAN. SPRING WHEAT per bushel of 60 lbs.	
	\$ c.	¢ c.	\$ C.	¢ c.		\$ c.	\$ c.	\$ c.	\$ c.
1900	3 15	to 3 90	0 68½	to 0 97½	1882	4 60	to 6 25	1 04	to 1 50
1899	3 20	.. 3 65	0 72	.. 0 86	1881	4 95	.. 6 65	1 18	.. 1 50
1898	3 30	.. 5 85	0 70	.. 1 62	1880	5 05	.. 6 10	1 13	.. 1 40
1897	3 55	.. 5 00	0 76	.. 1 10	1879	3 90	.. 6 35	0 98	.. 1 43
1896	3 20	.. 4 75	0 64½	.. 1 02	1878	3 92½	.. 5 35	0 85	.. 1 25
1895	2 85	.. 5 25	0 69	.. 1 08	1877	5 10	.. 8 50	1 16	.. 1 63
1894	2 60	.. 3 20	0 60	.. 0 82	1876	4 45	.. 5 50	1 03	.. 1 22½
			U. CAN. SPRING WHEAT.		1875	4 10	.. 6 00	1 00	.. 1 36½
1893	3 00	.. 3 75	No Quotations.		1874	4 40	.. 5 85	1 00	.. 1 36
1892	3 45	.. 4 80	0 70	to 1 03	1873	5 50	.. 6 55	1 24	.. 1 55½
1891	4 50	.. 5 60	0 98	.. 1 06	1872	5 65	.. 6 80	1 30	.. 1 55
1890	4 25	.. 5 20	0 97	.. 1 08	1871	4 90	.. 6 60	1 17	.. 1 45
1889	4 50	.. 5 95	1 12	.. 1 27	1870	3 95	.. 6 80	0 90	.. 1 35
1888	4 00	.. 6 25	0 82	.. 1 26	1869	4 10	.. 5 50	0 95	.. 1 18
	SPRING EXTRA.				1868	4 80	.. 7 65	1 08	.. 1 75
1887	3 40	to 3 65	0 80	.. 0 97	1867	6 75	.. 9 45	1 47½	.. 2 00
1886	3 30	.. 3 90	0 79	.. 0 94	1866	5 40	.. 8 25	1 16	.. 1 60
1885	3 40	.. 4 90	0 83	.. 1 07	1865	4 20	.. 6 75	0 96	.. 1 30
1884	3 35	.. 5 15	0 81	.. 1 20	1864	3 75	.. 4 60	0 85	.. 0 98
1883	4 55	.. 5 35	1 04	.. 1 20	1863	3 85	.. 4 57½	0 87	.. 1 00
					1862	4 10	.. 6 10	0 91	.. 1 08

Straight Roller having become the leading grade of Flour, quotations thereof were in 1888 substituted for Spring Extra, and in 1894 quotations of No. 1 Hard Manitoba Wheat were substituted for those of Upper Canada Spring Wheat previously given.

INSPECTION OF GRAIN.

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

	1900.	1899.	1898.	1897.
	Bush.	Bush.	Bush.	Bush.
Wheat	1,601,400	1,643,000	3,367,500	2,986,200
Corn	1,167,400	14,381,100	19,665,400	8,430,100
Peas	2,230,100	1,913,250	2,382,800	2,748,000
Oats	6,763,200	6,641,400	12,744,700	9,413,294
Barley	1,015,600	1,366,000	135,100	220,400
Rye	447,700	449,400	797,800	1,249,828
Buckwheat	421,200	328,800	482,400	754,608
Totals	23,646,600	26,722,950	39,575,700	25,812,430

The quantities of Grain elevated in the Harbour of Montreal by the Montreal Elevating Company during the past four years were as follows :—

	1900.	1899.	1898.	1897.
Wheat.....	Bush. 9,472,195	Bush. 10,001,498	Bush. 8,945,929	Bush. 10,131,329
Corn.....	11,420,393	13,458,920	19,692,728	9,383,553
Peas.....	1,554,529	1,249,958	1,627,249	1,834,295
Oats.....	4,723,926	4,089,994	6,973,616	5,385,213
Rye.....	564,513	374,909	998,059	974,058
Barley.....	991,673	1,113,490	323,708	178,007
Buckwheat.....	291,314	188,607	331,604	432,757
Flax Seed.....	184,592	750,879	803,400	152,048
Totals.....	29,203,135	31,228,255	39,696,293	28,471,260

STOCKS OF GRAIN AND FLOUR IN MONTREAL ON THE FIRST SATURDAY OF EACH MONTH FROM 1896 TO 1900 INCLUSIVE.

1896	JAN.	FEB.	MAR.	APR.	MAY.	JUNE.	JULY.	AUG.	SEPT.	OCT.	NOV.	DEC.
Wheat..bush.	249,801	271,676	823,034	902,121	844,235	357,504	394,650	275,450	284,374	457,012	542,372	447,377
Corn.....	7,874	6,939	27,070	73,350	76,721	43,374	50,040	35,621	58,634	26,406	49,978	35,327
Peas.....	2,910	4,443	6,362	11,403	22,253	61,603	77,329	78,250	93,488	225,904	318,581	107,076
Oats.....	199,842	181,837	262,628	397,341	432,385	354,113	300,020	286,270	211,442	220,981	513,219	91,261
Barley.."	33,899	46,709	52,607	60,633	64,235	62,696	36,822	44,436	25,549	25,540	63,594	33,094
Rye.....	3,492	3,492	3,492	6,484	6,484	6,484	6,484	6,484	6,484	6,484	13,723	20,910
Flour...brls.	27,312	32,352	28,552	32,498	37,209	35,171	37,550	34,745	31,334	27,650	41,231	38,540
1897												
Wheat..bush.	447,111	446,372	458,537	503,868	605,059	353,247	235,599	233,385	225,886	301,045	404,346	87,363
Corn.....	35,908	23,913	22,626	20,829	20,306	14,595	17,945	78,248	38,586	41,447	58,037	84,556
Peas.....	135,676	143,142	178,714	207,684	262,918	258,402	131,903	101,780	84,433	53,177	124,918	112,949
Oats.....	148,500	237,589	486,819	804,711	879,541	572,949	474,584	483,458	508,787	150,663	425,918	264,227
Barley.."	40,697	41,861	48,887	41,710	56,131	40,448	42,970	35,495	31,681	23,051	26,620	28,486
Rye.....	44,354	51,341	58,166	73,626	78,625	34,248	30,704	27,762	12,449	44,433	90,105	31,355
Flour...brls.	42,947	62,245	51,931	40,520	31,516	29,008	19,302	18,405	13,379	13,301	15,131	11,662
1898												
Wheat..bush.	105,968	94,415	110,346	93,884	206,484	424,333	114,558	53,874	34,964	80,124	173,920	47,511
Corn.....	63,721	60,499	45,361	57,865	121,873	151,726	264,669	70,205	29,799	14,892	211,816	32,771
Peas.....	138,784	118,331	94,546	143,088	195,832	282,685	297,474	180,514	29,242	72,451	91,805	17,757
Oats.....	515,370	677,165	783,664	1,053,509	1,037,347	1,047,426	1,118,242	812,548	278,349	332,103	387,763	76,966
Barley.."	26,577	40,361	36,201	40,365	44,295	31,296	30,342	25,749	5,910	7,771	7,772	19,366
Rye.....	49,817	47,796	36,024	44,235	71,636	85,671	13,151	16,621	11,318	12,795	28,379	1,654
Flour...brls.	19,480	15,961	17,792	21,331	16,847	18,837	15,760	16,245	18,961	12,178	9,373	9,839
1899												
Wheat..bush.	20,634	18,450	23,233	18,967	100,573	324,953	200,770	170,261	247,203	156,817	98,872	50,318
Corn.....	25,034	20,724	16,711	17,056	9,039	56,723	153,117	114,993	103,480	80,458	18,475	37,281
Peas.....	17,283	21,874	23,799	41,158	44,042	109,659	72,492	43,033	32,687	123,903	160,871	33,198
Oats.....	114,326	193,784	287,327	474,519	484,984	464,938	412,038	247,990	163,650	123,086	405,017	216,822
Barley.."	3,952	8,724	7,303	6,394	13,551	11,688	15,362	13,771	17,902	14,081	13,456	31,503
Rye.....	3,232	3,549	2,893	2,595	2,595	3,983	2,723	2,216	2,569	45,501	48,824	31,532
Flour...brls.	14,788	16,145	18,428	22,120	20,709	20,301	25,496	24,123	22,086	12,788	9,970	16,040
1900												
Wheat..bush.	49,272	56,331	54,952	51,379	192,711	418,878	466,653	419,802	274,544	163,176	257,566	76,129
Corn.....	24,430	20,569	17,325	14,511	2,782	111,559	9,522	155,642	89,824	28,472	49,655	29,787
Peas.....	48,679	52,793	71,978	103,328	184,311	190,159	132,924	84,432	30,654	202,901	130,535	34,161
Oats.....	218,385	280,921	391,895	641,263	746,101	490,421	738,220	523,974	308,216	218,224	245,063	58,934
Barley.."	36,385	28,369	35,951	32,675	58,715	68,801	47,073	6,855	13,132	57,615	189,507	82,988
Rye.....	13,164	12,629	6,862	14,234	21,307	16,125	4,119	6,132	11,852	16,193	39,932	22,361
Flour...brls.	20,216	27,906	27,199	28,434	28,405	25,714	19,246	20,016	18,128	14,916	15,797	14,198

In Memoriam.

*List of Members of the Montreal
Board of Trade who died
during 1900-1901.*

WALTER DRAKE - - -	Died Feb. 8, 1900
H. A. BUDDEN - - -	Died Feb. 27, 1900
D. BATTERSBY - - - -	Died Mar. 29, 1900
R. COWANS - - - -	Died Apr. 18, 1900
A. SABISTON - - - -	Died May 5, 1900
T. F. MOORE - - - -	Died May 17, 1900
F. WOLFERSTAN THOMAS	Died May 17, 1900
W. BARCLAY STEPHENS	Died May 21, 1900
FRANCIS SIMMS - - -	Died July 11, 1900
GEORGE McBEAN - - -	Died July 18, 1900
THOMAS SAMUEL - -	Died Aug. 10, 1900
M. B. SMITH - - - - -	Died Jan. 1, 1901
F. S. FOSTER - . - -	Died Jan. 6, 1901
W. OLIVER SMITH - -	Died Jan. 9, 1901
GEORGE W. SIMPSON -	Died Jan. 15, 1901

MONTREAL BOARD OF TRADE

OFFICE-BEARERS AND MEMBERS FOR 1900.

PRESIDENT: ROBERT MACKAY.
1st VICE-PRES.: HENRY MILES.
2nd VICE-PRES.: JOHN MACFARLANE.
TREASURER: FRED. W. EVANS.

COUNCIL.

W. H. BROWNE.	JAS. W. KNOX.
CHAS. CHAPUT.	R. W. MACDOUGALL.
GEO. E. DRUMMOND.	A. MACNIDER.
C. ERNEST GAULT.	ALEX. MCFEE.
W. I. GEAR.	ROBT. MUNRO.
ARTHUR J. HODGSON.	DAVID ROBERTSON.

BOARD OF ARBITRATION.

ROBT. ARCHER.	E. B. GREENSHIELDS.	JNO. MCKERGOW.
ROBT. BICKERDIKE.	EDGAR JUDGE.	CHAS. MCLEAN.
JAMES CRATHERN.	H. LAPORTE.	CHAS. F. SMITH.
HON. GEO. A. DRUMMOND.	DAVID MCFARLANE.	HON. J. K. WARD.

SECRETARY: GEO. HADRILL.

ASSISTANT-SECRETARY: J. STANLEY COOK.

LIST OF MEMBERS.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Adams, R. C.	Canada Paint Co.	Treasurer	45 Metcalfe street.
Aird, H. W.	Union Cold Storage Co.	Confection 'rs.	572 William street.
Aird, Wm. D.	Chas. Alexander & Sons.	Butter, Cheese and Grain.	Cor. Wellington and Young streets.
Alexander, Chas.	H. & A. Allan.	S.S. Agents	219 St. James street.
Alexander, Jas.	H. & A. Allan.	S.S. Agents	600 St. Paul street.
Allan, Andrew	H. & A. Allan.	S.S. Agents	55 Common street.
Allan, Andrew A.	H. & A. Allan.	S.S. Agents	55 Common street.
Allan, Bryce J.	H. & A. Allan.	S.S. Agents	Boston, Mass.
Allan, Hugh A.	H. & A. Allan.	S.S. Agents	55 Common street.
Allan, H. Montagu.	H. & A. Allan.	S.S. Agents	55 Common street.
Allan, R. A. S.	Robt. Allan & Co.	Produce	1 Place Royale.
Allen, James	British American Dyeing Co.	Agent, Armour & Co., Chicago.	5 Place Royale.
Allen, Jos.	Wm. Sclater & Co. Ltd.	Dyers	221 McGill street.
Ames, Herbert B.	J. Burstall & Co.	Asbestos Manufacturers	180 St. James street.
Anderson, D.	The Auld Muclage Co.	Manager	44 Foundling street.
Anderson, J. W.	North Am. Life Association		112 Board of Trade Building
Angus, R. B.	A. A. Ayer & Co., Ltd.	Butter & Cheese	1709 Notre Dame street.
Angus, Wm.	A. A. Ayer & Co., Ltd.	Butter & Cheese	759 Craig street.
Archer, Robt.	A. A. Ayer & Co., Ltd.	Butter & Cheese	P. O. Box 25.
Ault, Chas.	A. A. Ayer & Co., Ltd.	Butter & Cheese	180 St. James street.
Ayer, A. A.			576 St. Paul street.
Ayer, A. J.			576 St. Paul street.
Bacon, F.	Bacon Bros.	Manufacturers' Agents	377 St. Paul street.
Bacon, Thos. P.	Bacon Bros.	Manufacturers' Agents	377 St. Paul street.
Badenach, Thos.	J. Rattray & Co.	Cigar Manufacturers	84 St. Peter street.
Badgley, John C.		Coal Merchant	1761 Notre Dame street.
Baile, Andrew		Coal Merchant	69 McGill street.
Bailey, James	Thomson S.S. Line	Manager	23 St. Sacrament street.
Baillie, Jno.	Dominion Oil Cloth Co.	Oil Cloth Manufacturers	858 St. Catherine street.
Baird, C. J.	Crane & Baskin	Grain Shippers	54 St. Francois Xavier street.
Baird, Jno.		General Merchant	412 Board of Trade Building.
Baird, Thos.			Ormstown, Que.

Baker, Joel C.....	Union Bank of Canada.....	Manager.....	43 St. Sacrament street.
Balfour, Geo. H.....	Standard Life Ins. Co.....	Secretary.....	1766 Notre Dame street.
Ballantyne, R. M.....	City & District Savings Bank.....	Manager.....	157 St. James street.
Barbeau, Henri.....	Robt. Cox & Co.....	Agent.....	63 William street.
Barnard, H. A.....	Barnard & Holland.....	Manufacturers' Agents.....	176 St. James street.
Barry, Rich. C.....	John Barry & Sons.....	Fruits.....	209 Commissioners street.
Batterbury, F. R.....	F. R. Batterbury & Co.....	Wine Merchants.....	Bonsecours Market.
Baumgarten, A.....	St Lawrence Sugar Refining Co.....	President.....	219 Board of Trade Building.
Baylis, Sam'l. M.....	The Central Agency.....	Cotton and Threads.....	26 St. Sacrament street.
Beaubien, L. de G.....	The Beaubien Prod. & Mfg. Co.....	Hay & Straw.....	12 DeBresoles street.
Belanger, Albert J.....	Andrews, Bell & Co.....	Commission.....	Ville St. Louis.
Bell, Joshua A.....	W. T. Beason & Co.....	Manufacturers' Agent.....	49 Church street.
Bellingham, Wm.....	C. D. Proctor & Co.....	Importers.....	93 Girouard street, St. Hyacinthe.
Benson, George F.....	D. Bentley & Co.....	Merchants.....	Bellevue avenue, Westmount.
Bentham, Wm.....	R. Bickerdike & Co. Ltd.....	Printers.....	30 Hospital street.
Bentley, D.....	Banque Provinciale.....	Live Stock.....	185 St. James street.
Bickerdike, R.....	J. Burstall & Co.....	Lumber Merchants.....	London & Lancashire Building.
Bienvenu Tancrede.....	C. H. Birks & Co.....	Importers.....	34 Lemoine street.
Billingsley, Fred.....	Birks, Corner & Co.....	Wholesale Grocers.....	1746 Notre Dame street.
Birks, C. H.....	Hy. Birks & Sons.....	Jewellers.....	4 B' Board of Trade Building.
Birks, Arthur.....	Stevenson, Blackader & Co.....	Commission.....	Place d'Armes square.
Birks, Henry.....	Blackader, C. H.....	Manufacturers' Agents.....	Quebec, Que.
Black, Lewis S.....	Blackwell, K. W.....	President.....	3 St. Peter street.
Blackwell, C. H.....	Blacklock Bros.....	Warehousemen, Brokers, &c.....	259 Commissioners street.
Blackwell, K. W.....	Dominion Bank.....	Manager.....	Phillips Square.
Blacklock, W. M.....	Boivin, Wilson & Co.....	Importers.....	18 Hospital street.
Boas, B. A.....	Montreal Loan & Mortgage Co.....	Insurance Agent.....	87 St. Peter street.
Boas, Feodor.....	With J. & T. Bell.....	Manufacturers of Boots and Shoes.....	Canal Bank.
Rogert, C. A.....	John Henderson & Co.....	Furriers.....	18 Common street.
Boivin, Leonard I.....	Care Andrews, Bell & Co.....	Secretary.....	1724 Notre Dame street.
Bolton, Richard.....	Canada Jute Co.....	President.....	St. Hyacinthe, Que.
Bond, Ed. L.....	Hamilton Powder Co.....	President.....	1720 Notre Dame street.
Booth, W.....			338 St. Paul street.
Botterell, E. H.....			1763 Notre Dame street.
Boyd, W. E.....			30 St. Francois Xavier street.
Bragg, Harry.....			178 Inspector street.
Praidwood, Francis.....			229 St. James street.
Brainerd, Thos. C.....			33 St. Nicholas street.
			30 Hospital street.
			17 St. Martin street.
			103 St. Francois Xavier street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Braut, L.	Hudson, Hebert & Co.	Wholesale Grocers	22 DeBrosolles street.
Brennan, W. J.	W. & J. Sharples.	Lumber	8 Place Royale.
Brice, A. J.		Butter and Cheese.	12 St. Peter street.
Brice, E. A.		Butter and Cheese.	34 St. Peter street.
Brock, Jeffrey G.	J. G. Brock & Co.	S.S. Agents	211 Commissioners street.
Brodie, H.	Brodie & Harvie.	Flour Merchants	10 and 12 Bleury street.
Brooks, E. G.	Jas. Scott & Co.	Wholesale Dry Goods	133 St. Antoine street.
Brophy, Jas.	Brophy, Cains & Co.	Wholesale Dry Goods	23 St. Helen street.
Brophy, Thos.	Brophy, Cains & Co.	Wholesale Dry Goods	23 St. Helen street.
Brosseau, D. C.		Wholesale Grocer.	1436 Notre Dame street.
Brown, Andrew A.	Agent McClary M'Fg Co.	Broker	93 St. Peter street.
Brown, A. Fied	London & Lancashire Ass. Co.	Manager	Boston, Mass.
Brown, B. Hal			164 St. James street.
Brown, Thos. B.	Royal Electric Co.	General Manager	10 Bell Telephone Building.
Browne, W. H.	Eagle Foundry.	Founder	94 Queen street.
Brush, Geo. S.	F. G. Logan & Co.	General Freight Agent	34 King street.
Bryan, B. B.	Canadian Pacific Railway Co.		Chicago, Ill.
Bulling, W. B.			Windsor street Station.
Bulmer, H.		President	52 Mackay street.
Buriland, Geo. B.	British American Bank Note Co.		7 Bleury street.
Burkland, Jeffrey H.	With E. L. Bond.	Insurance Agent	824 Sherbrooke street.
Earnett, W. A. W.	McKay Milling Co., Ltd.	Millers	30 St. Francois Xavier street.
Burns, W. A.	Buzzell Bros.	Commission	303 Board of Trade Building.
Buzzell, Enoch	Munderloh & Co.	Fish	Cowansville, Que.
Byrd, Chas.	Leonard Bros.		61 St. Sulpice street.
Byrne, D. J.			24 Foundling street.
Cains, Geo. L.	S. Greenshields, Son & Co.	Wholesale Dry Goods	736 Craig street.
Cairns, W.		City Weigher, Measurer and Gauger	33 St. Nicholas street.
Cameron, Duncan		Warehousemen	27 St. Sacrament street.
Campbell, David	D. Campbell & Son	Warehousemen	46 Dalhousie street.
Campbell, David, jr.	D. Campbell & Son	Warehousemen	46 Dalhousie street.
Campbell, David W.	Elder, Dempster & Co.	Manager	6 St. Sacrament street.
Campbell, Geo. A.			P. O. Box 188.
Campbell, Jas. B.		Insurance	20 McTavish street.
Campbell Stewart	with E. L. Bond		30 St. Francois Xavier street.

Campbell, W. M.	W. M. Campbell & Co.	Produce Merchants	20 Foundling street.
Can. Atlantic Ry., per M. A. Overend.			414 Board of Trade Building.
Can. Bank of Commerce, per F. H. Mathewson, Mgr.			Cor. St. James & St. Peter streets
Can. For. & Export Co., per A. Lomer		Forwarders	405 Board of Trade Building.
Can. Pac. Ry., City Frt. Office			21 Board of Trade Building.
Do. Foreign Frt. Office			
J. J. Corbett.			
Cantlie, Geo. S.	Canadian Pacific Railway		24 Board of Trade Building.
Cantlie, Jas. A.	Jas A. Cantlie & Co.		Windsor street Station.
Carruthers, Jas.		Canadian Woollens and Cottons	431 Board of Trade Building.
Carsley, W. F.	Jas. Carruthers & Co.	Grain Exporters	129 Crescent street.
Carsley, S.	Carsley, Sons & Co.	Wholesale Merchants & Importers	218 Board of Trade Building.
Carter, Stewart J.	Carter, Galbraith & Co.	Wholesale Merchants & Importers	113 St. Peter street.
Casey, Felix		Wholesale Grocers	113 St. Peter street.
Cassils, Chas.			82 St. Peter street.
Cassils, John	Shaw, Cassils & Co.	Leather	1760 Hutchison street.
Cassils, John S.			1798 Notre Dame street.
Caverhill, G.	Caverhill, Learmont & Co.	Wholesale Hardware	1760 Notre Dame street.
Caverhill, Jno. B.	Caverhill & Kiscock	Importers	89 St. Peter street.
Cayford, Jas. H.	Evans Bros.	Coal	91 St. Peter street.
Chabot, J. N.	D. Robertson & Co.	Flour	250 St. James street.
Chamberlain E. J.	Canada Atlantic Ry.	General Manager	71 St. Peter street.
Chaplin, Alfred.	Chaplin Bros. & Co.		Ottawa, Ont.
Chaput, Chas.	L. Chaput, Fils & Cie.	Wholesale Grocers	33 St. Nicholas street.
Childs, Geo. A.		Importer	2 DeBroses street.
Chisholm, C. J.		Importer	New York Life Building.
Chouillon, C. A.	C. A. Chouillon & Co.	Importers	11 Hospital street.
Christensen, N.	Dobell, Beckett & Co.	Lumber Merchants	487 St. Paul street.
Christmas, T. H.	Edna Life Insurance Co.	Manager	1 Place Royale
Ciancy, J. R.	H. & A. Allan	SS. Agents	126 St. James street.
Clark, Esmond L.	Evans Bros.	Malt, Barley & Hops	55 Common street.
Cleghorn, Hy.	J. G. Mackenzie & Co.	Coal Merchants	20 St. Francois Xavier street.
Cleghorn, J. P.		Wholesale Dry Goods	250 St. James street.
Clendinning, Wm.	Wm. Clendinning & Son	Iron Founders	381 St. Paul street.
Clendinning, Wm., Jr.		Manager	189 St. Antoine street.
Clift, R. S.	Bank of Montreal.		524 Craig street.
Clouston, E. S.			39 St. Sacramento street.
			109 St. James street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Cochrane, Jas	Jas. Cochrane & Co.	.....	8 Place D'Armes.
Cochrane, Hon. M. H.	.....	.....	Hillhurst, Que.
Coffee, Jno. L.	.....	Grain Merchants.	304 Board of Trade Building.
Coghlin, B. J.	L. Coffee & Co.	Wholesale Hardware.	432 St. Paul street.
Conroy, Thomas	.....	Trader	165 Dalhousie street.
Cook A. E.	Elder, Dempster & Co.	SS. Agents.	6 St. Sacrament street.
Cookson, S.	Kirkpatrick & Cookson	Commission	23 William street.
Coon, H. J.	Bartlett-Frazier Co., Ltd.	Grain Exporters.	39 St. Sacrament street.
Cooper, Jas	.....	Railway supplies	239 St. James street.
Copland, E. H.	Copland & Co.	Importers.	230 St. James street.
Coristine, Jas	Jas. Coristine & Co., Ltd	Furs	473 St. Paul street.
Cornelle, Chas. C	McArthur, Corneille & Co.	Paints, Oils, &c.	312 St. Paul street.
Costigan, John	John Costigan & Co.	Wood and Coal	2410 Notre Dame street.
Costigan, Rich	John Costigan & Co.	Wood and Coal	2410 Notre Dame street.
Cotter, F. W.	Dobell, Beckett & Co	Lumber Merchants	1 Place Royale.
Coughlin, C	.....	Live Stock Agent.	43 St. Sacrament street.
Cowans, R.	John McDougall	M'fr of Engines and Car Wheels	574 William street.
Cox, Robt. M.	R. Cox & Co.	.....	209 Commissioners street.
Coyte, E. J.	Millichamp, Coyte & Co.	Agents of Can. Woollens.	230 McGill street.
Craig, E. F.	.....	Flour and Grain	507 Board of Trade Building.
Craig, W. W.	.....	Cattle Exporter	"F" Board of Trade Building.
Crane, T. A.	Crane & Baird	Grain Shippers	54 St. Francois Xavier street.
Crathern, Jas	Crathern & Caverhill	Wholesale Hardware	12 Bell Telephone Building.
Crawford, David	.....	.....	69 McGill College avenue.
Crawford, Jno	.....	.....	P. O. Box 194.
Creak, Geo.	.....	Chartered Accountant.	Toronto Bank Chambers.
Crighton, Capt. Alex. T.	Deputy Port Warden	.....	199 Commissioners street.
Crofts, H. W.	James Carruthers & Co.	Grain	218 Board of Trade Building.
Crombie, A. M.	.....	.....	123 Crescent street.
Crowdy, Geo. J.	James Hutton & Co	Wholesale Hardware	322 Board of Trade Building.
Crowe, John	John Crowe & Co.	Hay Exporters	Board of Trade Building.
Cunningham, A. C.	The W. R. Brock Co., Ltd.	Wholesale Dry Goods	26 St. Helen street.
Cunningham, W. T.	Peck, Benny & Co.	Manufacturers	320 Board of Trade Building.
Cundill, Francis	Frs. Cundill & Co.	Tea Agents	211 Board of Trade Building.
Cunningham, Chas. H.	.....	Manufacturers' Agent	30 Hospital street.
Cunningham, Wm.	.....	Shipping Master	"D" Board of Trade Building.
Currie, F. P.	W. & F. P. Currie & Co	Importers	134 McGill street.

Currie, Jas.....	Bruneau, Currie & Co.....	Flour, Feed and Produce	10 Foundling street.
Currie, Wm.....	W. & F. P. Currie & Co.....	Importers	134 McGill street.
Cushing, Thos.....	Montreal Brewing Co. Ltd.....	President	1334 Notre Dame street.
Cuttle, Jas. A.....	Montreal Transportation Co.....	Manager	14 Place Royale.
Dalrymple, Jas.....	.....	Produce Merchant	594 St. Paul street.
Dartnell, Ed. F.....	.....	Manufacturers' Agent	180 St. James street.
Davidson, Jas.....	The Thos. Davidson M'fg Co.....	Manufacturers of Tinware.....	187 Delisle street.
Davidson, Thos.....	North Brit. & Mercantile Ins. Co.....	Managing Director	78 St. Francois Xavier street.
Davidson, T. Chas.....	The Thos. Davidson M'fg Co.....	Vice President	474 St. Paul street.
Davidson, Wm.....	Mariatt, Armstrong Co., Ltd.....	Leather Merchants	12 St. Helen street.
Davis, Maurice E.....	S. Davis & Sons.....	Cigar Manufacturers	Victoria Square.
Davis, Mortimer B.....	S. Davis & Sons.....	Cigar Manufacturers	Victoria Square.
Davis, M. H.....	S. Davis & Sons.....	Cigar Manufacturers	Victoria Square.
Dawes, J. P.....	Dawes & Co.....	Brewers	Victoria Square.
Dawson, Chas. F.....	.....	Stationer	521 St. James street.
Dawson, Wm. V.....	.....	Wholesale Stationer	226 St. James street.
Deleme, C. E.....	Deleme Brothers	Manufacturers' Agents	16 De Bresoles street.
Deleme, Gustave	Deleme Brothers	Manufacturers' Agents	15 De Bresoles street.
Desbarats, E.....	.....	Manufacturers' Agents	15 De Bresoles street.
Desjardins, Hon. A.....	.....	.....	73 St. James street.
DeSola, G. I.....	Belgian Syndicate.....	General Manager.....	9 Place d'Armes.
Dillon, John.....	.....	.....	180 St. James street.
Dillon, J. St. G.....	Bellhouse, Dillon & Co.....	.....	128 Mackay street.
Dobell, Hy.....	Hy, Dobell & Co.....	Chemicals.....	30 St. Francois Xavier street.
Dobell, W. M.....	Dobell, Beckett & Co.....	Importers	19 St. Sacrament street.
Donnelly, John T.....	John T. Donnelly & Co.....	Lumber Merchants	1 Place Royale.
Dougall, C. H.....	.....	Dry Goods and Commission M'ts.....	20 Lemoine street.
Dougall, J. R.....	John Dougall & Son.....	Manufacturers' Agent.....	44 St. John street.
Dougall, Jas. S. N.....	McCaskill, Dougall & Co.....	Printers	672 Craig street.
Dowler, L. R.....	Dowler, McIntosh & Co.....	Manufacturers Varnishes, &c	30 St. Peter street.
Drummond, Hon. G. A.....	Canada Sugar Refining Co.....	Wholesale Leather	31 St. John street.
Drummond, Geo. E.....	Drummond, McCall & Co.....	President.....	39 St. Francois Xavier street.
Drummond, H. R.....	Cumberland R'way & Coal Co.....	Iron Merchants.....	Canada Life Building.
Drummond, M.....	Canada Sugar Refining Co.....	Secretary-Treasurer.....	107 St. James street.
Drummond, Thos. J.....	W. Drysdale & Co.....	Iron Merchants.....	39 St. Francois Xavier street.
Drysdale, Wm.....	.....	Publishers, &c	Canada Life Building.
Ducharme, G. N.....	Duchesneau, Duchesneau & Cie.....	Dry Goods	2365 St. Catherine street.
Duckett, Frank.....	Frank Duckett & Co.....	Exporters of Butter and Cheese.....	282 Richelieu street.
Duff, J. M. M.....	.....	Accountant	293 St. Paul street.
			Room 52 Imperial Building.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Duffy, J. J.		Coffee and Spice Merchant.	375 St. Paul street.
Dufresne, C. A.	O. Dufresne, jr., & Frère	Lumber Merchants	2388 Notre Dame street.
Dufresne, Ovide, jr.	O. Dufresne, jr., & Frère	Lumber Merchants	2388 Notre Dame street.
Dunlop, A. F.		Architect.	Temple Building.
Dunlop, Graham C.		Stock Broker.	6 St. Sacrament street.
Dupuis, J. O.			1709 Notre Dame street.
Durnford, A. D.	Molsons Bank.	Chief Inspector.	198 St. James street.
Duverger, Henri.	Montreal Weaving Co.		595 Clark avenue, Ville St. Louis.
Eaves Alfred		Jeweller.	1679 Notre Dame street.
Ecroyd, Thomas		Tanner.	503 St. Paul street.
Ekers, H. A.		Brewer.	409 St. Lawrence street.
Ellis A. E.		Manager.	140 St. James street.
Entrevan Eugene	Bank of British North America.	Grain.	101 Roy street.
Esdaile, C. B.		Grain and Freight Brokers.	318 Board of Trade Building.
Esplin, George	Wight & Esdaile	Lumber	126 Duke street.
Evans, Alf. B.	G. & J. Esplin.	Wholesale Druggists.	39-45 St. Jean-Baptiste street.
Evans, F. W.	Evans & Sons, Ltd.	Insurance Agents	Cor. Notre Dame & St Frs. Xavier Sis.
Evans W. Herbert	Evans & Johnson.	Coal Merchants	240 St James street.
Ewing, A. S.	S. H. & A. S. Ewing	Coffee and Spices	55 Cole street.
Ewing, S. H.	S. H. Ewing & Sons.	Coffee and Spices	27 St. Sacrament street.
Ewing, S. W.	S. H. Ewing & Sons.	Coffee and Spices	27 St. Sacrament street.
Ewing, Wm.	Wm. Ewing & Co.	Seed Merchants.	142 McGill street.
Farquharson, John	The Montreal Biscuit Co.	Biscuit Manufacturers	16 St. Monique street.
Farrell, M. J.		Cheese Merchant	115 King street.
Farrall, William.		Wines and Spirits	420 St. Paul street.
Fauteux G.		Insurance Broker.	76 St. Francois Xavier street.
Fetherstonhaugh, E.C.B.		Wholesale Dry Goods	Victoria square.
Ferguson, John S.	J. S. & D. Ferguson	Commission Agents	13 Hospital street.
Ferguson, W. B.	with A. G. Thomson	Grain and Freight Broker.	39 St. Sacrament street.
Ferns, P. W.	Peter Ferns & Son	Stevedores	423 St. Denis street.
Fitchburg Railroad.			141 St. James street.
Foley, M. S.	"The Journal of Commerce"	Printer and Pablisbet.	171 St. James street.

Forde, Thos.....			
Forget, L. J.....	L. J. Forget & Co.....	Builder.....	277 Bleury street.
Forget, R.....	L. J. Forget & Co.....	Stock Brokers.....	1715 Notre Dame street.
Forman, Jno.....		Stock Brokers.....	1715 Notre Dame street.
Foster, F. S.....	The Watson, Foster Co., Ltd..	Electrical Supplies.....	708 Craig street.
Fowler Fred.....		Manufacturers of Wall Paper.....	Ontario street, Maisonneuve.
Fraser, A. D.....	Fraser, Viger & Co.....	Produce Exporter.....	584 St Paul street.
Fraser, D. Torrance.....		Grocers and Wine Merchants.....	209 St. James street.
Fraser, Donald.....		Accountant.....	504 Board of Trade Building.
Fraser, George E.....	S. Greenshields, Son & Co.....	Commission.....	423 Board of Trade Building.
Fraser, John.....		Wholesale Dry Goods.....	Victoria square.
Fraser, N. J.....	Great Northern Ry. of Can.....	Manufacturers' Agent.....	43 St. Sacrament street.
Freemcke, A. C. H.....	The Fairbanks Co.....	General Freight and Pass. Agent.....	Quebec.
Fuller, H. J.....		Scales.....	36 St. Peter street.
Furnes, Withy & Co. Ltd.		Scales.....	749 Craig street.
Fyfe, James.....	Merchants Bank of Canada.....	Manager.....	2 St. Sacrament street.
Fyše, Thos.....			496 St. Paul street.
			Cor. St. James and St. Peter streets.
Gagnon, A. E.....	The W. W. Ogilvie M'fg. Co..	Millers.....	Cor. Port and Foundling streets
Galbraith, Wm.....	Carter, Galbraith & Co.....	Wholesale Grocers.....	82 St. Peter street.
Galibert, Emile.....	Calixte Galibert & Son.....	Hides and Wools.....	929 St. Catherine street.
Gardner, Jas.....	Hodgson, Sumner & Co.....	Wholesale Dry Goods.....	347 St. Paul street.
Gardner, R.....	R. Gardner & Son.....	Novely Iron Works.....	40 Nazareth street.
Gardner, W. S.....	Machinery Supply Association..	Manager.....	401 Board of Trade Building
Garratt, Robt. A.....			113 Hutchison street.
Garth, Charles.....	Garth & Co.....	Manufacturers.....	Windsor Hotel.
Garth, Henry W.....	Garth & Co.....	Manufacturers.....	536 Craig street.
Garth, John H.....			536 Craig street.
Gaucher, G. G.....	Gault Bros. Co. Ltd.....	Wholesale Dry Goods.....	83 Commissioners street.
Gault, A. F.....		Insurance Broker.....	21 St. Helen street.
Gault, O. E.....	Gault Bros. Co. Ltd.....	Wholesale Dry Goods.....	1740 Notre Dame street.
Gault, Leslie H.....	Mark Fisher, Sons & Co.....	Woolleens, &c.....	21 St. Helen street.
Gaunt, R. L.....		Steamship Agents.....	Cor. Victoria Square and Craig street
"Gazette".....		Wholesale Grocers.....	25 St. Sacrament street.
Gear, Wm. I.....	R. Reford Co., Ltd.....	City.....	2 De Bresloies street.
Geoffron, L. E.....	L. Chapat, Fils & Cie.....	General Merchants.....	12 St. Sacrament street.
Gilbert, P. H.....	The Gilbert Blast'g & D'g Co.	Coffee Manufacturers.....	435 St. Paul street.
Gillespies, J. A.....	Gillespies & Co.....	Produce.....	208 Board of Trade Building.
Gilmor, Daniel.....	Chase & Sanborn.....		485 St. Paul street.
Gilmor, P. H.....	Gillmor & McBean.....		3 Drolet street.
Gilmour, W. B.....	Gilmour Bros. & Co.....		
Gitard, Auguste.....			

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Gnaedinger, E. W.	L. Gnaedinger, Son & Co.	Wholesale Hatters and Furriers.	94 St. Peter street.
Goode, John B.		Hardware Agent.	317 Board of Trade Building.
Goodhugh, W. G.	W. S. Goodhugh & Co.	General Merchants.	207 Board of Trade Building.
Goodhugh, W. S.	W. S. Goodhugh & Co.	General Merchants.	207 Board of Trade Building.
Gordon, James R.	John Gordon & Son.		17 DeBresoles street.
Gordon, L. A.			209 Commissioners street.
Gould, O. M.	The Gould Cold Storage Co.	Managing Director.	14 William street.
Grafton, F. B.	F. E. Grafton & Sons.	Stationers.	240 St. James street.
Graham, A. F.		Grocer.	2448 St. Catherine street.
Graham, Geo.			2448 St. Catherine street.
Graham, Hugh.	Graham & Co.	Publishers.	163 St. James street.
Riddell, J. M.		Local Freight Agent.	Chaboillez square.
Grand Trunk	Grand Trunk Railway	Foreign Freight Agent.	12 Board of Trade Building.
Read, A. F.	Grand Trunk Railway	Freight Traffic Manager.	130 St. Etienne street.
Loud, J. W.	Grand Trunk Railway	Eastern District Freight Agent.	12 Board of Trade Building.
Watson, Frank	Grand Trunk Railway	Grain and Hay.	Coteau Landing.
Grange, H. P.		Fancy Goods.	1689 Notre Dame street.
Granger, F. J.	Granger Frères	Butter and Cheese.	37 William street.
Grant, A. W.		Stock Broker and Auditor.	13 Hospital street.
Grant, John G.	Canadian Rubber Co.	Secretary-Treasurer.	333 St. Paul street.
Gravel, J. O.			Canada Life Building.
Greene, E. K.			153 Drummond street.
Greene, C. O. A.	S. Greenshields, Son & Co.	Wholesale Dry Goods.	Victoria square.
Greenshields, Edw. E.	Jacques Grenier & Co.	Wholesale Dry Goods.	292 St. Paul street.
Grenier, Jacques.	Miller & Griffith.	Accountants.	Sherbrooke, Que.
Griffith, John J.	Montreal Pipe Foundry Co., Ltd		Canada Life Building.
Gudewili, C. E.	Chas. Gurd & Co.	Aerated Waters.	45 Jurors street.
Gurd, Charles.			
Hadrill, Alf. W.	Can. Fire Underwriters' Ass'n.	Secretary.	424 Board of Trade Building.
Hagar, John T.	J. & T. Bell	Boots and Shoes.	178 Inspector street.
Hague, Geo.			107 Redpath street.
Hains, John McD.		Accountant.	43 St. Sacrament street.
Hamilton, Alex.	M. McKenzie & Co.	Importers.	4 Grey Nun street.
Hamilton, Hy.	Hy. & N. E. Hamilton.	Dry Goods.	Cor. St. Catherine and Peel streets.

Hamill, Jno.....	Jas. McCready & Co., Ltd.	Boots and Shoes.....	10 St. Peter street.
Hampson, Harold	Robt. Hampson & Son.....	Insurance.....	39 St. Sacramento street.
Hann, George H.....	Robt. Hampson & Son	Insurance.....	39 St. Sacramento street.
Hannan, M.....	Montreal Warehousing Co.	Warehousing.....	234 Wellington street.
Hanson, Edwin.....	Hanson Bros.....	Financial Agents.....	City.
Hanson, Jos. H.....	Greening Wire Co.....	Wire Goods.....	Canada Life Building.
Hanson, Wm.....	Hanson Bros.....	Financial Agents.....	422 St. Paul street.
Hardesty, Joseph.....	Hudson Bay Co.....	Secretary Sub-Committee.	Canada Life Building.
Hardisty, Jno A.....	E. B. Eddy Co., Ltd.....	Manager.....	418 Board of Trade.
Harling, Thos.....	Fred. Leyland & Co.....	Shipping.....	P. O. Box 375.
Harper, Jas.....	Witness.....	Wholesale Board of Trade Building.	309 Board of Trade Building.
Hart, Frank J.....	Hart & Tuckwell.....	Wholesale Fruits.....	Cor. Craig and St. Peter streets.
Hart, James A.....	Hart & Adair Coal Co.....	Chemist.....	161 McGill street.
Hart, Geo. F.....	Brodie & Harvie.....	Coal.....	1780 Notre Dame street.
Hastings, W. A.....	Lake of the Woods Milling Co.....	Flour Merchants.....	222 St. James street
Hatton, D.....	D. Hatton & Co.....	Manager.....	10-12 Bleury street.
Hays, Charles M.....	The Southern Pacific Co.....	Fish and Canned Goods.....	27 Board of Trade Building.
Heaton, E. P.....	Guardian Fire and Life Ass. Co.	President.....	Los Angeles, Cal.
Hebden, Edward F.....	Merchants Bank of Canada.....	Manager.....	San Francisco, Cal.
Hébert, Albert.....	Hudon, Hébert & Cie.....	Superintendent of Branches.....	181 St. James street.
Hébert, Charles P.....	Hudon, Hébert & Cie.....	Wholesale Grocers.....	Cor. St. Peter and St. James streets.
Hébert, L. H.....	Hudon, Hébert & Cie.....	Wholesale Grocers.....	41 St. Sulpice street.
Hébert, Zéphirin.....	Hudon, Hébert & Cie.....	Hardware.....	297 St. Paul street.
Hemsley, R.....	Hudon, Hébert & Cie.....	Wholesale Grocers.....	41 St. Sulpice street.
Henault L. H.....	Henderson & Co.....	Jeweller.....	255 St. James street.
Henderson, R.....	E. N. Heney & Co.....	Dry Goods.....	185 Vinet street.
Heney, Edw. N.....	Can. Pacific Railway.....	Wholesale Mfrs. Carriages, etc	323 St. James street.
Henry, A. C.....	"Herald".....	Purchasing Agent.....	337 St. Paul street.
Henshaw, Fred. C.....	Pillow & Hersey Mfg. Co., Ltd.	Commission.....	Windsor Station.
Henshaw, F. W.....	Willr & Riley, Ltd.....	Mfrs. of Iron Nails, etc.....	34 Street Ry. Chambers.
"Herald".....	R. C. Jamieson & Co.....	Insurance.....	34 Street Ry. Chambers.
Hersey, Randolph.....	Manufacturers' Agent.....	Cheese Exporters.....	Cor. St. James & St. Frs. Xavier sts.
Hiam, Thos.....	Hislop & Hunter.....	81 William street.	520 Board of Trade Building.
Hibbert, Isaac.....	Thos. May & Co.....	90 Mackay street.	14 Place d'Armes.
Hickey, J. N.....	Wholesale Dry Goods.....	20 St. Francois Xavier street.	81 William street.
Higginson, A. G.....	Wholesale Dry Goods.....	235 Commissioners street	90 Mackay street.
Hill, J. W.....	Wholesale Dry Goods.....	240 McGill street.	20 St. Francois Xavier street.
Hird, Samuel.....	Wholesale Dry Goods.....	240 McGill street.	13 St. John street.
Hislop, D. S.....	Wholesale Dry Goods.....	240 McGill street.	48 William street.
Hector, D.....	Wholesale Dry Goods.....	240 McGill street.	650 Craig street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Hodge, Geo.	Geo. Hodge & Co.	Produce Merchants.	45 William street.
Hodgson, Arthur J.	Hodgson Bros	Produce Merchants.	67 William street.
Hodgson, Henry.	Hodgson Bros	Produce Merchants	67 William street.
Hodgson, Jonathan.	Hodgson, Sumner & Co.	Dry Goods, Smallwares, etc.	349 St. Paul street.
Hodgson, Thos. E.	Hodgson, Sumner & Co	Dry Goods, Smallwares, etc.	349 St. Paul street.
Hogan, Henry.	St. Lawrence Hall	Proprietor	139 St. James street.
Hogg, W. I.			47 St. Francois Xavier street.
Holten, J. C.	The Ames, Holden Co., Ltd.	President.	43 Victoria square.
Holland, Philip H.	Winn & Holland	General Merchants	49 St. Francois Xavier street.
Hooper, Angus W.	Wm. Dow & Co	Brewers	2056 Notre Dame street
Hooper, Geo. R.	Wm. Dow & Co	Brewers	2056 Notre Dame street
Hopper, R. T.	R. T. Hopper & Co	Asbestos, Phosphates, etc.	Canada Life Building.
Hosmer, G. R.	Can. Pac. Telegraph Co.	Manager	4 Hospital street.
How, Thos. F.	Bank of Toronto	Manager	262 St. James street
Howell, A. W. D.	Bohphy, Cains & Co.	Wholesale Dry Goods	23 St. Helen street.
Hudson, Albert.	Hudson & Orsuli	Wholesale Grocers	278 St. Paul street.
Hughes, J. W.		Plumbing, etc.	2 St. Antoine street.
Hugill, J. H.		Commission Merchant	218 Metcalfe ave., Westmount
Hunsicker, J. E.		Grain, etc	22 Foundling street.
Hurtubise, A. L.	A. L. Hurtubise & Co		43 Jacques Cartier Square.
Hutchins, Wm		Accountants	London, Ont.
Hyde, Geo	McIntosh & Hyde		157 St. James street.
Ingles, James		Merchant	8 Place Royale.
Intercolonial Ry., per			
Jas. Hardwell			
Insonide Robert.	Gordon & Ironside	Live Stock.	113 Board of Trade Building.
Ives, H. R.	H. R. Ives & Co.	Hardware Mfrs. and Founders.	Hochelaga Stock Yards. 117 Queen street.

Jaques, C. A.	Geo. E. Jaques & Co.	Forwarders	217 Common street.
Jamieson, E. S.	Northern Elevator Co.	Elevator Contractor	115 Board of Trade Building.
Jamieson, R. C.	R. C. Jamieson & Co.	Varnishes, Paints, Oils, etc.	123 Board of Trade Building.
Jamieson, Chas. M.	Wells and Richardson	Manufacturing Chemists	13 St. John street.
Johnson, Chas. R. G.	Evans & Johnson	Insurance	200 Mountain street.
Johnston, H. J.	Confederation Life Association.	Manager	Cor St Frs. Xavier and Notre Dame sts.
Johnston, H. G.	Johnston SS. Line		174 St. James street.
Johnston, Wm	Johnston SS. Line		Liverpool.
Johnston, W. Stewart	Johnston SS. Line		Liverpool.
Jonas, Henri	Henri Jonas & Co.	Flavoring Extracts, etc	Liverpool.
Jones, J. H.	J. H. Jones & Co.	Importers	389 St. Paul street.
Joseph, Hy	H. Joseph & Co.	Real Estate Agents	198 McGill street.
Joseph, Horace	H. Joseph & Co.	Real Estate Agents	16 St. Sacrament street.
Joseph, J. H.		Real Estate Agents	16 St. Sacrament street.
Joyce, Alfred		Confectoner	868 Dorchester street.
Judge, Edgar		Flour and Grain	Phillips square.
			512 Board of Trade Building.
Kavanagh, J. P.	Ogdensburg Coal & Towing Co.	Manager	Cor. Seminary and Basin sts.
Kavanagh, Walter	Harbor Commissioners	Insurance Agent	117 St. François Xavier street.
Kennedy, John	McLean, Kennedy & Co.	Chief Engineer	57 Common street.
Kennedy, Murray	Kent & Turcotte	Steamship Agents	Board of Trade Building.
Kent, A. L.	Kerry, Watson & Co	Accountants	Banque du Peuple Building.
Kerry, W. S.	Bank of Ottawa	Druggists	351 St. Paul street.
Kessen, R. B.	Imperial Oil Co., Ltd.	Manager	Notre Dame street.
Killoran, John J.	Warden King & Son	Oils	136 McCord street.
Kilpin, Geo. J.	Montreal Transportation Co.	Manufacturers	125 Board of Trade Building.
King, Col. Chas	Montreal Rolling Mills Co.	Secretary	Magrog House, Sherbrooke, Que.
King, James C.	Kingman & Co.	Steamship Agents	637 Craig street.
Kinghorn, G. M.	Kirkpatrick & Cookson.	Produce and Com. Merchants	14 Place Royale.
Kinghorn, Jas. R.	Caverhill & Kiscock	Importers	185 St. James street.
Kingman, Abner	W. M. Knowles & Co.	Coal Merchants	14 Place Royale.
Kinloch, Wm	Lyman, Knox & Co.	Wholesale Druggists	160 Metcalfe street.
Kirkpatrick, J. J.	B. & S. H. Thompson & Co.	Commission	22 William street.
Kissock, Wm			91 St. Peter street.
Knowles, W. M.			204 St. James street.
Knox, James W.			374 St. Paul street.
Kohl, G. A.			26 St. Sulpice street.

LIST OF MEMBERS.—Continued

NAME.	FIRM.	BUSINESS.	ADDRESS.
Labatt, Theo.....	St. Lawrence Sugar Refining Co	Vice-President.....	26 St. Sacramento street.
Labbé, George H.....	G. H. Labbé & Co.....	Furniture Mfrs.....	346 Délorimier avenue.
Labelle, Gustave.....	.....	.....	8 Dorchester street.
Labelle, Hospice.....	.....	.....	30 St. Francois Xavier street.
Lacaille, Chas.....	Charles Lacaille & Cie.....	Grain Inspector.....	329 St. Paul street.
Laframboise, C. Arthur.....	.....	Wholesale Grocers.....	22 Victoria square.
Lainé, James N.....	Lainé Packing & Prov. Co.....	Pork and Beef Packers.....	839 St. Catherine street.
Lainé, John D.....	Lainé Packing & Prov. Co.....	Pork and Beef Packers.....	839 St. Catherine street.
Lainé, Peter.....	Lainé Packing & Prov. Co.....	Pork and Beef Packers.....	839 St. Catherine street.
Lalonde, Armand.....	Boston & Maine Ry.....	Can. Pass. & Ft. Agent.....	124 St. James street.
Lalonde, Jos. T.....	Lalonde & Desroches.....	Wholesale Grocers.....	210 St. Paul street.
Lamb, McDuff.....	Lamb's Market.....	Butcher.....	24 University street.
Lamb, Thos.....	.....	.....	23 Chabodiez street.
Lamontagne, H.....	Hector Lamontagne & Co.....	Leather.....	304 St. Paul street.
Lang, H. H.....	The Lang Manufacturing Co.....	Biscuits and Confectionery.....	St. Henri.
Langlois, Chas.....	Charles Langlois & Cie.....	Produce Merchants.....	241 St. Paul street.
"La Patrie".....	.....	.....	St. James street.
Lapierre, Z.....	Z. Lapierre & Fils.....	Boot and Shoe Manufacturers.....	294 St. Paul street.
Laporte, Hormidas.....	Laporte, Martin & Co.....	Wholesale Grocers.....	72 St. Peter street.
Larivière Fred. C.....	Amiot, Lecours & Larivière.....	Hardware, &c.....	593 St. Lawrence street.
Larmonth Fred. M.....	.....	.....	196 Peel street.
Lavers, A. H.....	Ætna Life Insurance Co.....	Assistant Manager.....	126 St. James street.
Laviolette, D.....	John L. Cassidy Company, Ltd.....	Crockery Importers.....	339 St. Paul street.
Law, David, Jr.....	Law, Young & Co.....	General Merchants.....	28 St John street.
Law, Jas.....	Law, Young & Co.....	General Merchants.....	28 St. John street.
Law, Robt.....	Greene, Sons & Co.....	Liquidator.....	521 Board of Trade Building.
Lawrence, W. V.....	Davis & Lawrence Co., Ltd.....	Manufacturers.....	356 St. Antoine street.
Learmont, Joseph B.....	Caverhill, Learmont & Co.....	Wholesale Hardware.....	89 St. Peter street.
Leak, H. A.....	The N. K. Fairbanks Co., Ltd.....	Lard Refiners.....	185 Wellington street.
Lebel, J. P.....	.....	Provisions.....	69 Commissioners street.
Lee, John.....	John Lee & Son.....	Ship liners, etc.....	207 Commissioners street.
Leger, O.....	Sun Life Insurance Co.....	.....	1763 Notre Dame street.
Lemay, E. H.....	.....	Lumber.....	107 St. James street.
Leslie W. S.....	A. C. Leslie & Co.....	Manufacturers' Agents.....	515 Board of Trade Building.
Letourneau, C. H.....	Letourneau, Fils & Cie.....	Wholesale Hardware.....	259 St. Paul street.
Levin, B.....	B. Levin & Co.....	Wholesale Hats and Furs.....	491 St. Paul street.
Lewis, Fred. O.....	Lewis Bros. & Co.....	Wholesale Hardware.....	30 St. Sulpice street.

Lewis, G.	Caledonian Fire Insurance Co.	Manager	672 Sherbrooke street.
Lewis, Lansing	Mont. Cotton & Wool Waste Co	Manager	185 St. James street.
Lewis, W. F.	London Assurance Corporation	Wholesale Grocers	13 St. John street.
Lichtenhein, Sam. E.	Lockerby Bros.	Wholesale Grocers	Common street.
Lighthouse, Geo.	Lockerby Bros.	Coal	Toronto.
Lilly, E. A.	Henderson & Lovelace	Printers & Publishers	1762 Notre Dame street.
Little, Wm	John Lovell & Son	Produce	Westmount Avenue, Westmount.
Lockerby, A. L.	Loynachan & Scriver Co., Ltd.	Manufacturers' Confectionery, etc.	Cor. St. Peter and St. Sacramento sts.
Lockerby, D. I.	Luke Bros	Contractors.	43 St. Sacramento street.
Lomer, Gerald	Joseph Luttrell & Co.	Wholesale Druggists	29 St. James street.
Lovelace, E. M.	Peter Lyall & Sons	Wholesale Druggists	321 Commissioners street.
Loy, J. R. K.	Lyman, Knox & Co.	Hay & Grain	Canada Life Building.
Loynachan, Donald H.	Lyman, Knox & Co.		680 Albert street
Luke, S. M.	Lyman, Knox & Co.		88 King street.
Luttrell, Jos.	Lyman, Sons & Co.		374 St. Paul street.
Lyall, Peter	P. Daignault & Co.		374 St. Paul street.
Lyman, Chas.			380 St. Paul street.
Lyman, Fred. G.			64 Foundling street.
Lyman, Henry H.			
Lynch, F. W.			
Magor, John H.	Frank Magor & Co.	Manufacturers' Agents	16 St. John street.
Magor, Wm. A.	John Magor & Son	Produce	14 Hospital street.
Mabady, D.	Wilson & Mahaffy	Flour	506 Board of Trade Building.
Major, E. J.	Major Manufacturing Co.	Manager	140 St. Francois Xavier street.
Malone, J. C.		Hay and Grain	Three Rivers, Que.
Marceau, E. D.		Wholesale Teas	294 St. Paul street.
Mariotti, C.	Canada Life Assurance Co.	Marble and Granite Works	13 Beaver Hall Hill.
Marling, J. W.		Life Assurance	Cor. St. James and St. Peter streets.
Marsau, Wilfrid	Laporte, Martin & Cie	Wholesale Grocers	320 Kensington avenue, Westmount.
Martin, J. B. A.	P. P. Martin & Co.	Wholesale Dry Goods	72 St. Peter street.
Martin, P.	Northern Elevator Co.	Millers	345 St. Paul street.
Martin, R. D.	Martin Bros.	Publishers	115 Board of Trade Building.
Martin Thos.	"Trade Bulletin"	Wholesale Grocers	Mount Forest, Ont.
Mason, Hy.	D. Masson & Co.	Wholesale Grocers	"J" Board of Trade Building.
Masson, D.	J. A. Mathewson & Co.	Wholesale Grocers	326 St. Paul street.
Mathewson, J. A.			202 McGill street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Mathewson, S. J.	J. A. Mathewson & Co.	Wholesale Grocers	202 McGill street.
Mathewson, William B.	J. A. Mathewson & Co.	Wholesale Grocers	202 McGill street.
Mathieu, Aimé	Mathieu Frères	Wines	21 DeBresoles street.
Mathieu, Euclide	Mathieu Frères	Wines	21 DeBresoles street.
Mathews, J. E.	Lymburner & Mathews	Brass Founders	1955a St. Catherine street.
May, Frank	Thomas May & Co.	Wholesale Dry Goods	240 McGill street.
May, Gustave O.	Thomas May & Co.	Wholesale Dry Goods	240 McGill street.
Meakins, Charles W.	Meakins & Co.	Brush Manufacturers	313 St. Paul street.
Meighen, F. Stephen	Lake of Woods Milling Co.	Millers	27 Board of Trade Building.
Meighen, Robert	Lake of Woods Milling Co.	Millers	27 Board of Trade Building.
Melady, J.	L. Coffee & Co.	Grain	Toronto, Ont.
Meldrum, Jas.	Meldrum Bros.	Coal	32 Wellington street.
Meldrum, Wm.	William Meldrum & Co.	Commission Merchants	29 Nazareth street.
Meredith, H. V.	Bank of Montreal	Manager	109 St. James street.
Metcalfe, H. D.	With Hy. D. Metcalfe	Grain Exporter	117 Board of Trade Building.
Metcalfe, L. M.	With Hy. D. Metcalfe	Grain Exporter	117 Board of Trade Building.
Miles, Alex.	Richard Bros. & Co.	Grain Merchants	202 Board of Trade Building.
Millar, Henry	Leeming, Miles & Co.	Importers Druggists' Specialities	53 St. Sulpice street.
Millar, William R.	Robert Moat & Co.	Stock Brokers	12 Hospital street.
Milloy, John J.	Robert Moat & Co.	Tailor	2301 St. Catherine street.
Mitchell, James M.	Robert Moat & Co.	Real Estate	214 St. James street.
Mitchell, J. L.	Robert Moat & Co.	Accountant	43 St. Sacramento street.
Molson, H. Markland.	Molsons Bank	Assistant Manager	200 St. James street.
Molson, J. T.	J. H. R. Molson & Bro.	Ale and Porter	1006 Notre Dame street.
Molson, J. W.	The J. W. Molson Co.	General Insurance Agents	101 St. Francois Xavier street.
Moncel, G. N.	Estate Masson	Manager	13 St. James street.
Monk, C. D.	J. S. Bache & Co.	Stock Brokers	16 St. Sacramento street.
Montreal Elevating Co.	Montreal Elevating Co.	Coal and Wood	7 Place Royale.
Moore, Chas. F.	I. F. Moore & Co.	Dry Goods, etc.	424 Amherst street.
Morgan, James	Henry Morgan & Co.	Dry Goods, etc.	St. Catherine street.
Morgan, C. D.	Henry Morgan & Co.	Dry Goods, etc.	St. Catherine street.
Morgan, E. A. D.	Atlantic & Lake Superior Ry.	Agents	97 St. James street.
Morin, Charles A.	Morin & Co.	Agents	107 St. James street.
Morin, L. E.	Morin & Co.	Wholesale Dry Goods	1875 Notre Dame street.
Morrice, D.	D. Morrice, Sons & Co.	Wholesale Dry Goods	1875 Notre Dame street.
Morrice, D. jr.	D. Morrice, Sons & Co.	Wholesale Dry Goods	1875 Notre Dame street.
Morrice, W. J.	D. Morrice, Sons & Co.	Wholesale Dry Goods	1875 Notre Dame street.

Morris, Alex. W.	Standard Light & Power Co.	Mining Broker	Canada Life Building.
Morton, Chas.	The Moseley Shoe Leather Co.	Manager	9 Chennerville street.
Moseley, E. F.	E. W. Mudge & Co.	Leather	503 St. Paul street.
Mudge, E. W.	D. A. McPherson & Co.	Dry Goods	5 St. Peter street.
Muir, J. M. C.	Wm. Muir & Son	Produce and Commission M ^e 'b's'ts.	71 William street.
Muir, William E.	Munderloh & Co	Coal Merchants	300 Wellington street.
Munderloh, Hy.	Stewart Munn & Co	Shipping and Com. Merchants	61 St. Sulpice street.
Munn, Stewart	Stewart Munn & Co	Commission Merchants	42 Board of Trade Building.
Munn, William A.	Canada Paint Co.	Manager	St. John's, Newfoundland.
Munro, Robt.	Lyman, Knox & Co	Dry Goods	572 William street.
Mussell, Wm.	W. W. & H. S. Mussen.	Druggists	376 St. Paul street.
Mussen, H. S.	Sun Life Assurance Co.	Dry Goods, Carpets, Oilcloth, etc.	1633 Notre Dame street.
Macaulay, Robertson.	Sun Life Assurance Co.	Manager	1766 Notre Dame street.
MacCallay, Thomas B.	British Emp. Mut. Life Ass. Co.	Secretary	1766 Notre Dame street.
MacDonald, Alex. E.	The Gault Bros. Co., Ltd	Tobacco Merchant	St. Johns, Que.
Macdonald, Sir Wm. C.	Canada Paper Co.	Manager	1736 Notre Dame street.
McDougald, A.	Macintosh & Hyde	Wholesale Dry Goods	1722 Notre Dame street.
Macdougall, R. W.	Mackay Bros	Manager	21 St. Helen street.
Macfarlane, John	Royal Insurance Co	Accountants	2 St. Helen street.
Macintosh, John.	J. G. McKenzie & Co.	Wholesale Dry Goods	157 St. Jan. 23 street.
Mackay, P.	John Maclean & Co.	Assistant Manager	1709 Notre Dame street.
Mackay W.	Bank of Montreal	Wholesale Dry Goods	Place d'Armes square.
Mackenzie, J. W.	Alexander Macpherson & Son.	Wholesale Dry Goods	1225 Dorchester street.
Mackenzie, Hector.	D. Torrance & Co.	Chief Inspector	381 St. Paul street.
Maclean, John.	Alex. McArthur & Co.	Hardware Merchants	232 McGill street.
Macnider, A.	Colin McArthur & Co.	Steamship Agents	109 St. James street.
Macpherson, Alex.	Collin McArthur & Co.	Paper Mills	Mc Gill street.
Macpherson, D. M.	McArthur, Cornelle & Co.	Wall-paper Manufacturers	Lancaster, Ont.
Macpherson, W. M.	A. G. McBean & Co.	Paints, Oils, etc	Quebec, Que.
McArthur, Alex.	Gillmor & McBean.	Produce	6 Lemoine street.
McArthur, Colin.	Vipond, McBride & Co.	Wholesale Fruit	1030 Notre Dame street.
McArthur, D. J.	Drummond, McCall & Co.	Fruits	1030 Notre Dame street.
McArthur, James C.	William Petersen Ltd.	Metal Merchants	312 St. Paul street.
McBean, A. G.	McCaskill, Dougal & Co.	Manager	509 Board of Trade Building.
McBean, A. G.	Dominion Wire Mfg. Co.	Varnishes, etc.	208 Board of Trade Building.
McBean, Geo. A.		Manufacturers	261 Commissioners street.
McBride, Jas		Coal	307 Board of Trade Building.
McCall, James T.		Accountant	Canada Life Building.
McCarthy T. R.			314 Board of Trade Building.
McCaskill, D. A.			30 St. John street.
McCormick, J. C.			185 St. James street.
McCrory, P.			173 Duke street.
McDonald, John.			107 St. James street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
McDougall, Alex.	Montreal Elevating Co.	Manager	7 Place Royale.
McDougall, Edgar.	Calcuttan Iron Works.	.....	196 Seigneurs street.
McDougall, J. S.	Montreal Elevating Co.	.....	7 Place Royale.
McDougall, Thos.	Quebec Bank	.....	New York Life Building.
McEvers, D.	.....	Stock Broker	11 St. Sacrament street.
McFarlane, C. H.	McFarlane, Son & Hodgson	Wholesale Stationers	636 Craig street.
McFarlane, David	McFarlane, Son & Hodgson	Wholesale Stationers	636 Craig street.
McFee Alex.	Alex. McFee & Co	Grain Exporters	Board of Trade Building.
McGill, J. J.	Canadian Rubber Co.	Manager	333 St. Paul street.
McGillis, A. D.	.....	Provision Merchant	596 St. Paul street.
McGregor, Jas	Commercial Union Ass. Co., Ltd.	Manager	1731 Notre Dame street
McGregor, J. F.	.....	.....	Alexandria, Ont.
McIntosh, Alex.	.....	Cattle Dealer	319 Victoria ave., Westmount.
McIntosh, H. E.	Dowler, McIntosh & Co.	Wholesale Leather	31 St. Peter street
McIntyre, Duncan	McIntyre, Son & Co	Dry Goods	13 Victoria square.
McIntyre, Wm. Cassius.	McIntyre, Son & Co	Dry Goods	13 Victoria square.
McKay, George D.	John Murphy & Co.	Dry Goods	Cor. St. Catherine & Metcalfe streets.
McKay, W. Alex.	Merchant's Cotton Co	Selling Agent	43 St. Sacrament street.
McKenzie Peter	Hudson's Bay Co.	.....	421 Board of Trade Building.
McKeown, James H.	.....	Confectioner	370 St. Antoine street.
McKergow, John.	A. A. Ayer & Co., Ltd.	Butter and Cheese	576 St. Paul street.
McLagan, P. W.	.....	Produce	12 St. Peter street.
McLaren, D. W.	J. C. McLaren Belting Co.	Leather Belting	292 St. James street.
McLaren, W. D.	.....	Baking Powder	583 St. Paul street.
McLea, John B.	J. & R. McLea	General Merchants and S.S. Agents	25 Comm. street.
McLea, R. Paton	J. & R. McLea	General Merchants and S.S. Agents	25 Comm. street.
McLennan, Chas.	McLennan, Kennedy & Co.	S.S. Agents	Board of Trade Building.
McLennan, Bartlett	Montreal Transportation Co.	.....	14 Place Royale.
McLennan, Duncan	.....	.....	Lancaster, Ont.
McMahon, F. M.	A. Vogel & Co	.....	537 St. Paul street.
McMann, F.	F. M. Mann & Son	Real Estate	178 St. James street.
McMaster, John A.	.....	.....	147 Glandeboye ave., Westmount.
McMaster, Wm.	Montreal Rolling Mills Co.	Manager	185 St. James street.
McMurry, S. A.	The W. W. Ogilvie M'g. Co.	Millers	Corner Port and Founding streets.
McNally, Geo	W. McNally & Co	Builders' Supplies	50 McGill street.
McNally, W.	W. McNally & Co	Builders' Supplies	50 McGill street.
McNamee, F. B.	McNamee & Mann	General Contractors	107 St. James street.

McPherson, D. A.....	D. A. McPherson & Co	Butter and Cheese.....	71 William street.
Near, W. W.	Pillow & Hersey, Mfg. Co.....	Mfrs. of Iron Nails, etc	519 Board of Trade Building
Nelles, J. Widmer	J. Widmer Nelles & Bro.....	Commission Merchants	303 St. James street.
Nelles, R. Campbell	J. Widmer Nelles & Bro.....	Commission Merchants	303 St. James street.
Nelson, Albert D.....	H. A. Nelson & Sons Co., Ltd.	Woodenware and Fancy Goods.....	63 St. Peter street.
Nelson, Fred. E.....	H. A. Nelson & Sons Co., Ltd.	Woodenware and Fancy Goods.....	63 St. Peter street.
Newman, Frank W.....	W. & F. W. Newman & Co.....	Manufacturers' Agents.....	185 St. James street.
Newman, Thos. Henry.....	Caverhill, Learmont & Co.....	Wholesale Hardware.....	89 St. Peter street.
Nicholson, E. M.....	The McArthur Bros. Co. Ltd.....	Lumber Merchants	209 Commissioners street.
Nivin, Wm.....	.....	Butter and Cheese	47 William street.
Nolan, W. H.....	.....	Machinery, etc.....	298 St. James street.
Norris, James S.....	Jas. S. Norris & Co.....	Flour and Grain.....	39 St. Sacrament street.
Notman, W. McF.....	Wm. Notman & Son.....	Photographers.....	14 Phillips square.
O'Brien, Jas. Hon.....	.....	General Merchant.....	"H" Board of Trade Building.
O'Brien, R. A.....	W. C. Bloomingdale & Co.....	Hay and Grain	Boston, Mass.
Ogilvie, Albert E.....	The W. W. Ogilvie M'g. Co.....	Millers	Corner Port and Foundling streets.
Olids, Geo.....	.....	Butter and Cheese.....	1118 St. George street.
Oliwer, Jas.....	.....	Flour	36 St. Peter street.
Olivet, R. Walter.....	.....	Cheese Exporter	206 Board of Trade Building
Orpe, John.....	.....	Wholesale Grocers.....	43 William street.
Orsali, Alex.....	Hudson & Orsali	Commission	278 St. Paul street.
Osgoode, C. N. D.....	.....	.....	15 Hospital street.
Oxley, J. McDonald.....	British Empire Mutual Ass. Co.	.....	Toronto.
Packard, L. H.....	L. H. Packard & Co.....	Manufacturers	162 McGill street.
Page, G. Sewell.....	of Senator Paquet.....	Importers.....	Quebec.
Palmer, J. Wesley.....	J. Palmer & Son.....	Refiners.....	1747 Notre Dame street.
Parker, E. W.....	Canada Sugar Refining Co.....	.....	139 St. Francois Xavier street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Paterson, A. T.	A. T. Paterson & Co.	Insurance	164 St. James street.
Paterson, J. W.	Paterson Manufacturing Co.	Manufacturers	47 Murray street.
Paterson, R. MacD.	Paterson & Son	Insurance	164 St. James street.
Paterson, W. S.	Wilson, Paterson & Co.	General Merchants	215 Board of Trade Building.
Paton, Hugh	Shedden Co.	Railway Contractors	Cor. Notre Dame and St. Helen streets
Patrick, Joseph	The Wilson Co.	Coal & Wood	188 William street.
Paton, Thomas L.	John Duncan & Co.	Manufacturers' Agent	25 St. Francois Xavier street.
Patterson, John	The W. W. Ogilvie M'fg. Co.	Importers of Teas	450 St. Paul street.
Paul, Frank	Belding, Paul & Co, Ltd	Millers	Cor. Port and Foundling streets.
Paul, Walter	Royal Bank of Canada	Silk Manufacturers	296 St. James street.
Pease, E. L.	Peck, Benny & Co	Grocer	2355 St. Catherine street.
Peck, James H.	Peck, Benny & Co	General Manager	Bell Telephone Building.
Peck, T.	Peck, Benny & Co	Manufacturers	320 Board of Trade Building.
Peddie, R.	Otto E. Lohrke & Co.	Manufacturers	320 Board of Trade Building.
Pelton, G. S.	Imperial Oil Co. Ltd.	Grain Exporter	54 St. Francois Xavier street.
Penfield, W. A.	Imperial Oil Co. Ltd.	Commission	388 St. Paul street.
Penny, E. Goff	Imperial Oil Co. Ltd.	Grain Exporters	406 Board of Trade Building.
Peverley, C.	Imperial Oil Co. Ltd.	Oils	315 Peel street.
Phelps, Geo. F.	N. Y. Cent. & Hud. Riv. R.R.	Oysters, Game, Fish, etc.	124 Board of Trade Building.
Phillips, H. S.	Morton, Phillips & Co.	Agent	56 Victoria square.
Phillips, C. S. J.	Pillow & Hersey M'fg Co.	Stationers	407 Board of Trade Building.
Pillow, J. A.	John Pinder & Co.	Mfrs. of Iron Rails, etc.	1755 Notre Dame street.
Pinder, John	John Pinder & Co.	Importers	520 Board of Trade Building.
Flow, George S.	G. N. W. Tel. Co.	Manufacturers' Agent	18 Hospital street.
Porteous, C. E. L.	Watson & Todd.	Manager	301 St. James street.
Power, W. B.	L. E. N. Pratte & Co	Lumber	33 Montreal Street Ry. Building.
Power, Martin	Laurentian Water & Power Co.	Pianos	2 St. Sacrament street.
Pratte, L. E. N.	Banque d'Hochelega	Managers	205 Commissioners street.
Prefontaine, R.	Hector Provost & Co.	Customs Brokers	St. Catherine street.
Prendergast, M. J. A.	Hector Provost & Co.	Manufacturer	1709 Notre Dame street.
Prescott Elevator Co.	James W. Pyke & Co.	Real Estate	107 St. James street.
"La Presse"	James W. Pyke & Co.	Iron and Metal Merchants	Prescott, Ont.
Provost, Hector	James W. Pyke & Co.	Iron and Metal Merchants	Cor. St. James and St. Lambert Hill.
Prowse, George R.	James W. Pyke & Co.	Iron and Metal Merchants	36 Foundling street.
Putnam, H. L.	James W. Pyke & Co.	Iron and Metal Merchants	224 St. James street.
Pyke, James W.	James W. Pyke & Co.	Iron and Metal Merchants	185 St. James street.
			Merchants Bank Building.

Quintal, Joseph.....	N. Quintal & Fils.....	Grain and Hay.....	508 Board of Trade Building.
Quintal, Joseph Ed.....	.....	Wholesale Grocers.....	270 St. Paul street.
Racine, Alphonse.....	Alphonse Racine & Co.....	Wholesale Dry Goods.....	340 St. Paul street.
Rafferty, Patrick.....	Export Lumber Co.....	Manager.....	174 Notre Dame street.
Ramsay, Alex.....	A. Ramsay & Son.....	Paint Manufacturers.....	39 Recollet street.
Ramsay, W. M.....	Standard Life Insurance Co.....	Manager.....	157 St. James street.
Ramsay, W. M.....	Merchants Bank of Canada.....	Acting Manager.....	Cor. St. James and St. Peter streets.
Ransom, H. H.....	T. W. Raphael & Co.....	Grain and Flour Merchants.....	18 Melbourne ave, Westmount.
Rapuael, H. W.....	Guarantee Co. of N. America.....	Vice-President.....	43 St. Sacrament street.
Rawlings, Ed.....	.....	Refiners.....	57 Beaver Hall Hill.
Redfern, J. H.....	Canada Sugar Refining Co.....	.....	Westmount.
Redpath, F. R.....	.....	General Manager.....	39 St. Francois Xavier street.
Reed, John J.....	Grand Trunk Ry. System.....	Steamship Agents.....	77 St. Francois Xavier street.
Reeve, Geo. B.....	Robert Reford Co., Ltd.....	Port Warden.....	130 St. Etienne street.
Reford, R.....	Robert Reford Co., Ltd.....	Railway Contractor.....	23 St. Sacrament street.
Reford, R. W.....	.....	Brewers.....	23 St. Sacrament street.
Reid, Capt. Archb.....	(Geo. Reinhardt & Son.....	Commission.....	199 Commissioners street.
Reinhardt, Chas. S.....	.....	Manager.....	38 Canada Life Building.
Rendell, James E.....	Imperial Bank.....	Auditors.....	529 City Hall ave.
Richardson, Jno. A.....	Riddell & Common.....	Land Surveyer.....	305 Board of Trade Building.
Riddell, A. F.....	.....	Insurance Brokers.....	228 St. Paul street.
Rielle, Jos.....	James J. Riley & Sons.....	Insurance Brokers.....	157 St. James street.
Riley, John E.....	James J. Riley & Sons.....	Manufacturers.....	Merchants Bank Building.
Riley, J. J.....	Dominion Woolen Mfg. Co.....	Flour and Grain.....	New York Life Building.
Riley, J. J. jr.....	D. Robertson & Co.....	Oils.....	204 Board of Trade Building.
Robert, E. A.....	Imperial Oil Co., Ltd.....	Insurance Brokers.....	204 Board of Trade Building.
Robertson, Alex.....	G. Ross Robertson & Sons.....	Coal Merchant.....	204 Board of Trade Building.
Robertson, David.....	Austin & Robertson.....	Wholesale Stationers.....	301 St. James street.
Robertson, Duncan.....	Andrew Robertson & Sons.....	Insurance Brokers.....	Standard Building.
Robertson, G. Ross.....	.....	Insurance Brokers.....	71 St. Peter street.
Robertson, Farquhar.....	.....	Produce.....	124 Board of Trade Building.
Robertson, John.....	.....	.....	11 Hospital street.
Robertson, John A.....	.....	.....	65 McGill street.
Robertson, W. Frew.....	.....	.....	9 De Bresoles street.
Robillard, Adolphe.....	.....	.....	523 Board of Trade Building.
Robillard, Joseph.....	.....	.....	157 St. James street.
.....	.....	.....	157 St. James street.
.....	.....	.....	1661 Notre Dame street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Robitaille, J. A.	A. Robitaille & Co.	Wholesale Grocers.	354 St. Paul street.
Rodger, James.	The Gault Bros. Co., Ltd.	Wholesale Dry Goods	21 St. Helen street.
Rolland, J. D.	J. B. Rolland & Fils	Wholesale Stationers	6 St. Vincent street.
Ronald, J. R.	Eider, Dempster & Co.	Steamship Agents.	6 St. Sacramento street.
Ronayne, E. P.	Ronayne Bros.	Books & Shoes	2027 Notre Dame street.
Root, C. I.	Rose & Lafamme.	Manufacturers' Agents	8 Rosemount ave., Westmount.
Rose, J. C.	Montreal Telegraph Co.	Secretary and Treasurer.	400 St. Paul street.
Ross-Ross, D.	P. S. Ross & Sons	Accountants	1766 Notre Dame street.
Ross, A. F. C.	With E. L. Bond	Insurance.	30 St. Francois Xavier street.
Ross, C. G.	The D. W. Ross Co.	Millers	514 Board of Trade Building.
Ross, D. W.	Geo. D. Ross & Co.	Commission Merchants	648 Craig street.
Ross, Geo. D.	P. S. Ross & Sons	Accountant.	180 St. James street.
Ross, Hy. James	P. S. Ross & Sons	Accountants	1766 Notre Dame street.
Ross, James G.	P. S. Ross & Sons	Accountants	1766 Notre Dame.
Ross, J. W.	W. R. Ross & Co.	Real Estate.	22 St. John street.
Ross, W. P.	Tellier, Rothwell & Co.	Manufacturers.	24 St. Dizier street.
Rothwell, Ed. E.	Carbray, Routh & Co	Shipping and Coal.	195 Commissioners street.
Routh, F. A.			185 St. James street.
Russel, Hugh			141 St. James street.
Rutland Railroad.			
Sadler, Geo. W.	Sadler & Haworth	Leather Belting	Cor. William and Seigneurs streets
Samuel, Thos.	Thos. Samuel & Son.	Commission	8 St. Helen street.
Sauvageau, Theo.	Theo. Sauvageau & Co.		432 Board of Trade Building.
Savage, Ed. J.	Alf. Savage & Son		121 Metcalfe street.
Savage, J. G.	Hermann S. Scheyer & Co	Oil Pressers, etc.	168 McCord street.
Scheyer, Hermann S.	Bell Telephone Co	Importers and Manufacturers	461 St. Paul street.
Sclater, C. P.	Ed. Schultze, Son & Co.	Secretary Treasurer	1760 Notre Dame street.
Schultze, Ed.	Watt, Scott & Goodacre.	Importers & Manufacturers' Agis.	166 McGill street.
Scott, A. H.	Canadian Baling Co., Ltd.	Stock Broker	20 St. Francois Xavier street.
Scott, Henry C.	A. A. Ayer & Co., Ltd.	Hay Compressors	87 St. Francois Xavier street.
Scott, Jas.		Exporters Butter and Cheese	134 Board of Trade Building.
Scott, Jno. H.			576 St. Paul street.

Scott, Wm.....	McKay Milling Co.....	Millers.....	Ottawa, Ont.
Seath, David.....	Harbour Commissioners.....	Secretary.....	57 Common street.
Seath, W.....	Robt. Seath & Son.....	Merchant Tailors.....	1817 Notre Dame street
Sexton, D. Morgan.....	" Le Moniteur du Commerce ".....	Insurance Broker.....	Canada Life Building.
Shallow, F. D.....	Canadian Pacific Ry.....	Proprietor.....	43 St. Gabriel street.
Shaughnessy, Thos. G.....	The James Shearer Co.....	President.....	Windsor Station.
Shaw, Frank Ross.....	The James Shearer Co.....	Lumber.....	City.
Shearer, James T.....	Jno. S. Shearer & Co.....	Saw and Planing Mills.....	172 Shearer street.
Shearer, Jno. S.....	Post & Co.....	Commission.....	172 Shearer street.
Shields T. F.....	H. Shorey & Co.....	Cheese Exporters.....	439 Board of Trade Building.
Shorey, C. L.....	H. Shorey & Co.....	Clothing Manufacturers.....	586 St. Paul street.
Shorey, S. O.....	Silverman, Boulter & Co.....	Clothing Manufacturers.....	1870 Notre Dame street.
Silverman, Simon.....	Royal Insurance Co.....	Wholesale Furriers.....	1870 Notre Dame street.
Simms, Francis H.....	Bell, Simpson & Co.....	Stock Broker.....	43 St. Paul street.
Simms Robert.....	The J. Cradock Simpson Co.....	43 St. Sacramento street,	43 St. Sacramento street,
Simpson, Geo. W.....	A. H. Sims & Co.....	1707 Notre Dame street.	1707 Notre Dame street.
Simpson, John.....	McNaughton Line.....	Produce.....	30 St. John street.
Simpson, J. Cradock.....	Sinclair, Alex.....	Real Estate.....	472 St. Paul street.
Sims, A. Haig.....	Sise, C. F.....	Shirts, Collars and Cuffs.....	181 St. James street.
Sincennes.....	Slater, Geo. A.....	Forwarders.....	54 Latour street.
	Slessor, James.....	SS. Agents.....	Cor Grey Nun & Commissioners streets.
	Slessor, Wm. P.....	President.....	6 St. Sacramento street.
	Small, E. A.....	Wholesale Dry Goods.....	1760 Notre Dame street.
	Smith, Chas. F.....	Wholesale Dry Goods.....	1262 Dorchester street.
	Smith Frank W.....	Manufacturers.....	26 St. Helen street.
	Smith, Geo. F. C.....	Boot and Shoe Manufacturers.....	26 St. Helen street.
	Smith, Geo. R.....	Agent.....	8 Beaver Hall Hill.
	Smith, J. Lionel.....	Flour.....	10 St. Peter street.
	Smith, Lionel J.....	Flour.....	30 St. Francois Xavier street.
	Smith, M. B.....	Investment Broker.....	16 Place d'Armes square.
	Smith, R. Wilson.....	General Manager.....	Theiford Mines, Que.
	Smith, Wm. B.....	Manufacturers' Agents.....	1 Place Royale.
	Smith, Wm. Oliver.....	Manufacturers' Agents.....	1 Place Royale.
	Smyth, Chas. E.....	Manufacturers' Agents.....	16 St. Sacramento street.
	Smyth, R. N.....	Manufacturers' Agents.....	151 St. James street.
	Snetsinger, J. G.....	Manufacturers' Agents.....	56 Simpson street.
		Manufacturers' Agents.....	2 Place Royale.
		Manufacturers' Agents.....	645 Sherbrooke street.
		Manufacturers' Agents.....	206 McGill street.
		Manufacturers' Agents.....	206 McGill street.
		Manufacturers' Agents.....	Moulinette, Ont.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Stanway, W.....	Jno. Hope & Co.....	.....	18 St. Alexis street.
"Star",.....	Dominion Transport Co.....	Secretary.....	163 St. James street.
Stärke, Geo. R.....	Equitable Life Assurance Co.....	Manager.....	2 Place Royale.
Stearns, I. H.....	Western Loan and Trust Co.....	Manager.....	27 Belmont street.
Stearns, Sargent P.....	Montreal Carriage Leather Co.....	Advocate.....	157 St. James street.
Stephens, W. Barclay.....	Stevenson & Blackader.....	Accountant.....	13 St. Sacrament street.
Stephens, G. W.....	With Sir W. C. Macdonald.....	Hides, Leather and Oils.....	1778 Notre Dame street.
Stevenson, Arch. W.....	Bank of British North America.....	Dry Goods.....	260 St. James street.
Stevenson, J. Alex.....	Wm. Strachan & Co.....	Tobacco Merchant.....	87 St. Peter street.
Stevenson, R. R.....	Canadian Breweries Ltd.....	General Manager.....	1736 Notre Dame street.
Stewart, David.....	Hudson's Bay Co.....	Baker.....	413 Board of Trade Building.
Stikeman, Harry.....	W. D. Stroud & Sons.....	Soap Manufacturers.....	140 St. James street.
Strachan, James.....	St. Arnaud & Clément.....	Brewers and Maltsters.....	246 Avenue Hotel de Ville.
Strachan, Wm.....	Hodgson, Sumner & Co.....	.....	49 St. Timothée street.
Strangman, Chas.....	Verret, Stewart & Co.....	.....	Cor. DeLorimier ave. & Burnett street
Strathcona and Mount Royal, Lord.....	W. D. Stroud & Sons.....	Teas and Coffees.....	421 Board of Trade Building.
Stroud, F. St. G.....	St. Arnaud & Clément.....	Produce.....	33 St. Sacrament street.
Stroud, H. Wallace.....	Hodgson, Sumner & Co.....	Dry Goods.....	33 St. Sacrament street.
St. Arnaud, L. N.....	McKeena, Thompson & Co.....	Clothing.....	2 Foundling street.
Sumner, Geo.....	Verret, Stewart & Co.....	Salt.....	349 St. Paul street.
Sutherland, Geo. A.....	.....	.....	St. James street.
Sutherland, James.....	.....	.....	12 Port street.
Tasker, James.....	Jos. Ward & Co.....	Accountant.....	180 St. James street.
Taylor, Chas. B.....	.....	Produce.....	325 Commissioners street.
Taylor, Homer.....	.....	Commission.....	183 St. James street.
Taylor, James A.....	.....	Railway Supplies.....	30 St. Francois Xavier street.
Taylor, John.....	.....	Importers.....	180 St. James street.
Telfer, H. C.....	Telfer & Climeie.....	Bankers and Brokers.....	180 Mill street.
Tellier, H. J.....	Tellier, Rothwell & Co.....	.....	24 St. Dizier street.
Terroux, Tancrede D.....	Garand, Terroux & Co.....	.....	116 St. James street.

Tester, J. W.	.....	Wholesale Dry Goods	.....	204 St. James street.
Thibaudau, Hon. A. A.	Thibaudau Bros. & Co.	General Manager	.....	332 St. Paul street.
Thom, James	Hamburg-American Pkt. Co.	Secretary	.....	2 St. Sacramento street.
Thomas, F. Wolferstan	The Molsons Bank	Manufacturers' Agents	.....	200 St. James street.
Thompson, Edwin	.....	Lumber	.....	110 St. Matthew street.
Thompson, F. W.	The W. W. Ogilvie M'g. Co.	Grain and Freight Broker	.....	Cor. Port and Foundling streets.
Thomson, Adam G.	.....	Secretary	.....	39 St. Sacramento street.
Thomson, Geo. A.	St. Lawrence Starch Co.	Forwarders and Cartage Agents	.....	39 St. Sacramento street.
Thomson, Malcolim	A. P. Tippet & Co.	Grocer	.....	452 St. Paul street.
Tippet, Arthur P.	Watson & Todd	Financial Agent	.....	30 St. Francois Xavier street.
Todd, J. Watson	Tooke Bros., Ltd.	Stock Brokers	.....	205 Commissioners street.
Torrance, John	David Torrance & Co.	Manager	.....	300 St. Elizabeth street, St. Henri.
Torrance, John, jr.	Torrance & Co.	.....	.....	17 St. Sacramento street.
Torrance, W. F.	Torrance & Muir	.....	.....	17 St. Sacramento street.
Tougas, Eusebe	P. D. Dods & Co.	Importers	.....	1761 Notre Dame street.
Tough, John	Shedden Co. Ltd.	Forwarders and Cartage Agents	.....	188 McGill street.
Trotter, W. C.	.....	.....	.....	Cor. St. Helen & Notre Dame streets.
Turner, Richard	.....	.....	.....	St. Johns, Que.
Turnbull, John	W. J. Turpin & Co.	.....	.....	601 Wellington street.
Turpin, W. J.	Northern Assurance Co.	.....	.....	1709 Notre Dame street.
Tyre, Robt. W.	.....	.....	.....	16 St. Sacramento street.
Vaillancourt, J. A.	.....	Provisions	.....	151 St. James street.
Vipond, George	Vipond, McBride & Co.	Wholesale Fruits	.....	333 Commissioners street.
Wainwright, Wm.	.....	.....	.....	261 Commissioners street.
Wait, Geo. S.	Grand Trunk Ry. System.	Assistant General Manager	.....	130 St. Etienne street.
Walbank, Wm. McLea	Geo. Wait & Co.	Produce	.....	59 1/2 St. Paul street.
Walker, Chas. J.	Walker Bros.	Architect	.....	214 St. James street.
Walker, John	Quebec Bank	Licens	.....	7 Victoria square.
Ward, Hon. J. K.	.....	Accountant	.....	New York Life Building.
Ward, Joseph	Joseph Ward & Co.	Grain, etc	.....	18 Rosemount ave., Westmount.
Wardlow, James H.	.....	Leather	.....	321 Commissioners street.
Ware, Richard	Wm. Ware & Sons	Exporters of Cheese	.....	10 St. Helen street.
			.....	417 Board of Trade Buildin. g.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Ware, Wm. T.	.....	Cheese Exporter.....	404 Board of Trade Building. London, Ont.
Waterman, Isaac.	Imperial Oil Co.....	Petroleum Refiners.....	444 St. Paul street.
Watson, David.	D. Watson & Co.....	Wholesale Druggists.....	Ontario street, Maisonneuve.
Watson, Hugh	The Watson, Foster Co	Wall Paper Manufacturers	39 St. Francois Xavier street.
Watson, W. W.	Canada Sugar Refining Co.....	Secretary	173 St. Antoine street.
Watt, Alexander.	.....	Baker.....	55 Common street.
Watt, D. A. P.	H. & A. Allan	SS. Agents	Cor. Craig and St. Frs. Xavier streets.
White, Richard.....	"Gazette" Printing Co.....	Managing Director	Cor. Craig and St. Frs. Xavier streets.
White, Smeaton.....	"Gazette" Printing Co	Editor.....	185 St. James street.
Whitehead, E. A.	E. A. Whitehead & Co.....	Insurance Agents	47 St. Maurice street.
Whitham, James.	Whitham Shoe Co. Ltd.	Mfrs. Boots and Shoes.....	10 St. Helen street.
Whitley, Fred.....	Fred. Whitley & Co.....	Importers.....	42 Shuter street.
Whitney, John E. M.	.....	Agent.....	36 St. Peter street.
Wieland, A. C.	Co-operative Wholesale Soc. Ltd	Commission.....	318 Board of Trade Building.
Wight, Norman.....	Wight & Esdaile.....	Commission.....	318 Board of Trade Building.
Wight, R. E.....	Wight & Esdaile.....	Millers' Agent.....	281 Commissioners street.
Wilkins, Jno.....	.....	Teas.....	4 St. John street.
Williams, A. J.....	Hunt & Co.....	Warehouseman	4 Prince street.
Williamson, James.	.....	Stock Brokers.....	13 Hospital street.
Wilson, A. A	Wilson & Gillespie.....	Paper Manufacturers.....	700 Craig street.
Wilson, F. Howard	J. C. Wilson & Co.....	Mills Ry. & Steamship Supplies.....	111 Common street.
Wilson, James.	James Wilson & Co.....	Hardware.....	642 Craig street.
Wilson, James R.....	Thos. Robertson Co., Ltd.	General Merchants.....	1874 Notre Dame street.
Wilson, J. H.....	.....	General Merchants.....	215 Board of Trade Building.
Wilson, J. T.	Wilson, Paterson & Co.....	.....	12 De Bresoles street.
Wilson, Walter	The Central Agency.....	.....	Cor. Craig and St. Peter streets.
"Witness"	.....	Importers & Wholesale Merchants.....	170 McGill street.
Wolf, Hermann H.	Hermann H. Wolf & Co	Importers & Comm. Merchants.....	315 Board of Trade Building.
Wonham, W. R.	W. R. Wonham & Sons.....	Hay Compressors.....	134 Board of Trade Building.
Wood, J. Delano	Canadian Baling Co., Ltd.	SS. Agents.....	Boston Mass.
Wyde, J.....	Patterson, Wyde & Co.	Superintendent.....	1812 Notre Dame street.
Young, Andrew.....	Shedden Co.....	.....	.....

MONTREAL CORN EXCHANGE ASSOCIATION.

OFFICE BEARERS FOR 1900.

COMMITTEE OF MANAGEMENT.

PRESIDENT :—E. F. CRAIG.

VICE-PRESIDENT :—GEO. A. THOMSON.

TREASURER :—C. B. ESDAILE.

D. W. CAMPBELL.
JAS. CARRUTHERS.
EDGAR JUDGE.

R. W. OLIVER.
JOS. QUINTAL.
JNO. TORRANCE, JR.

BOARD OF REVIEW.

CHAIRMAN THOS. A. CRANE.

AUGUSTE GIRARD.
G. M. KINGHORN.

ALEX. McFEE.
J. B. McLEA.

ROBT. PEDDIE.

MEMBERS.

Aird, W. D. Allan, Andrew. Allan, Andrew A. Allan, Hugh A. Allan, E. A. S. Allen, Jas. Alexander, James. Archer, Robt.	Entrevan, Eugene. Esdaile, C. B. Ferguson, W. B. Fitchburg, R. R. Fraser, N. J. Furness, Withy & Co., Ltd Gagnon, A. E. Gear, Wm. I. Grand { Riddell, J. M. Loud, Jno. W. Trunk { Watson, Fk. J. Ry. { Read, A. F.	Laing, Peter. Lalonde, Armand. Lemay, E. H. Lynch, F. W. Marsan, Wilfrid. Martin, R. D. Martin, Thos. Mason, Hy. Meighen, F. Stephen. Meighen, Robt. Melady J. Metcalf, H. D. Metcalf, L. M. Montreal Elevating Co. Muir, J. M. C. Munn, Stewart. Macpherson, W. M. McBean, A. G. McBean, Geo. A. McCarthy T. R. McEvers, D. McFee, Alex. McLea, John B. McLean, Chas. McLennan Bartlett. McLennan, Duncan. McMaster, Capt. J. A. McPherson, D. A.	Quintal, Joseph. Raphael, H. W. Reeve, Geo. B. Reford, R. Reford, R. W. Rendell, Jas. E. Robertson, David. Robillard, Jos. Routh, F. A. Scott, Jas. Scott, Wm. Shaw, Frank Ross. Sinclair, Alex. Smith, Lionel J. Smith, Wm. B. Starke, Geo. R. Stewart, Wm. Strachan, Jas. Sutherland, Jas.
Baird, C. J. Batterbury, F. R. Beaubien, L. de G. Benson, Geo. F. Bickerdike, R. Brice, A. J. Brooks, E. G. Burns, W. A.	Hampson, Harold. Hampson, Robt. Hanna, Geo. H. Harling, Thos. Harvie, R. Hastings, W. A. Hodgson, Henry. Hooper, A. W. Hooper, Geo. R. Hugill, J. H. Hunsicker, J. E. Hurtubise, A. L.	Norris, Jas. S. Ogilvie, A. E. Oliver, R. Walter.	Taylor, Chas. R. Thom, Jas. Thomson, Adam G. Thomson, Geo. A. Thompson, F. W. Torrance, John. Torrance, John, jr. Tough, John.
Campbell, D. W. Canada Atlantic Ry. } per M. A. Overend } C. P. R. City Frt. Agt. " Foreign Frt. Agt. Can. Fwdng & Exprt Co. Carruthers, Jas. Chamberlin, E. J. Chaplin, Alfred. Clancy, J. R. Clarke, E. L. Coffee, John L. Cook, A. E. Cookson, S. Coon, H. J. Coughlin, Cornelius. Craig, E. F. Craig, W. W. Crane, T. A. Crofts, H. W. Crowe, John. Currie, Jas. Cuttie, Jas. A.	Intercolonial Railway, } per J. Hardwell } Ironsides, Robt. Jaques, C. A. Jaques, E. S. Johnston, H. G. Judge, Edgar. Kennedy, Murray. Killoran, John J. Kinghorn, G. M. Kingman, Abner.	Paton, Hugh. Peddie, R. Penfield, W. A. Penny, E. Goff. Philps, H. S. Prescott Elevator Co. per Jas. H. McRae, Mgr.	Ward, Jos. Watt, D. A. P. Wight, Norman. Wight, E. E. Wilkins, John. Williamson, Jas. Wood, J. Delano.
Dawes, J. P.	Labelle, Hospice. Laing, John D.	Young, Andrew.	

MONTREAL WHOLESALE GROCERS' ASSOCIATION.

OFFICE-BEARERS FOR 1900.

EXECUTIVE COMMITTEE.

PRESIDENT S. J. CARTER.

VICE-PRESIDENT:—ALBERT HEBERT. TREASURER:—D. L. LOCKERBY.

DIRECTORS:—D. C. BROSSÉAU, L. E. GEOFFRION, J. E. QUINTAL.

COMMITTEE OF ARBITRATION,

J. T. LALONDE, J. B. A. MARTIN, ALEX. ORSALI, J. A. ROBITAILLE.

MEMBERS.

Brosseau, D. C.	Hébert, Albert.	Lockerby, D. L.
Carter, Stewart J. Chaput, Chas.	Lacaille, Chas. Lalonde, J. T. Laporte, Hormisdas.	Orsali, Alex. Quintal, Jos. Ed. Robitaille, J. A.

MONTREAL WHOLESALE DRY GOODS' ASSOCIATION.

OFFICE-BEARERS FOR 1900.

PRESIDENT JAS. RODGER.

VICE-PRESIDENT:—JAS. SLESSOR. TREASURER:—GEO. SUMNER.

DIRECTORS.

THOS. BROPHY, R. N. SMYTH,

ALPHONSE RACINE, BEN. TOOKE.

MEMBERS.

The W.R. Brock Co., Ltd.	The Gault Bros. Co., Ltd.	McIntyre, Son & Co.	H. Shorey & Co.
Brophy, Cains & Co.	S. Greenshields, Son & Co.	P. P. Martin & Co.	E. A. Small & Co.
Carsley, Son & Co.	Hodgson, Sumner & Co.	Thomas May & Co.	H. L. Smyth & Co.
Caverhill & Kissock.	J. G. Mackenzie & Co.	D. Morrice, Sons & Co.	Thibaudeau Bros. & Co.
M. Fisher, Sons & Co.		Alphonse Racine & Co.	Tooke Bros., Ltd.

MONTREAL METAL AND HARDWARE MANUFACTURERS'
AND MERCHANTS' ASSOCIATION.

OFFICE BEARERS FOR 1900.

PRESIDENT - - - - T. H. NEWMAN.
VICE-PRESIDENT:—W. W. NEAR. TREASURER:—J. C. McCORMICK.

DIRECTORS.

CHAS. CASSILS.
ROBT. GARDNER.

GEO. A. KOHL.
F. O. LEWIS.

MEMBERS.

Bacon Bros.

Canada Iron Furnace Co., Ltd. }
Cassils, Chas.
Caverhill, Learmont & Co.
Cooper, Jas.
Crathern & Caverhill.

Davidson, The Thos. Manfg. Co., Ltd.
Dom. Wire Mfg. Co., Ltd.
Drummond, McCall & Co.

Gardner Robt., & Son.
Garth & Co.

Hutton, Jas., & Co.

King, Warden, & Son.

Leslie, A. C., & Co.
Lewis Bros. & Co.

Machinery Supply Co.
Montreal Rolling Mills Co.
McClary Manfg. Co.
McDougall, John.

Pillow & Hersey Manfg. Co., Ltd.
Pyke, Jas. W., & Co.

Robertson, Thos., & Co., Ltd.

Thompson, B. & S. H., & Co.

BANKERS' SECTION.

1900.

GEO. H. BALFOUR, *President.*

BANK OF MONTREAL.
MERCHANTS BANK OF CANADA.
UNION BANK OF CANADA.
BANK OF TORONTO.
IMPERIAL BANK OF CANADA,
MERCHANTS BANK OF HALIFAX,
(Hereafter The Royal Bank of Canada.)
MOLSONS BANK.

BANK OF BRITISH NORTH AMERICA.
CANADIAN BANK OF COMMERCE.
QUEBEC BANK.
BANQUE D'HOCHELAGA.
BANK OF NOVA SCOTIA.
BANK OF OTTAWA.
DOMINION BANK.

J. T. KNIGHT, *Secretary-Treasurer.*

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