

FIFTY-FIFTH ANNUAL REPORT

OF THE

COUNCIL

OF THE

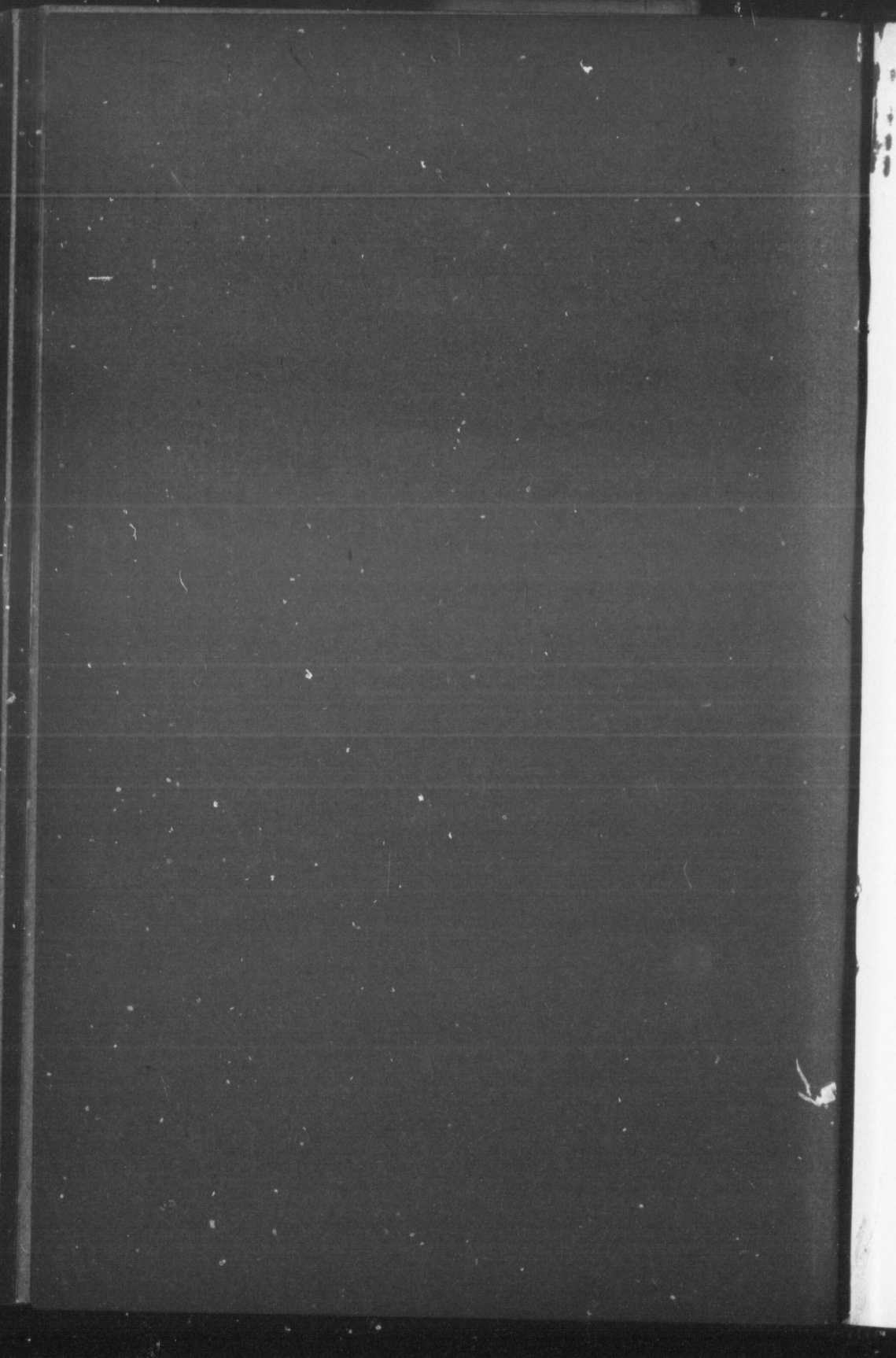
MONTREAL BOARD OF TRADE

BEING

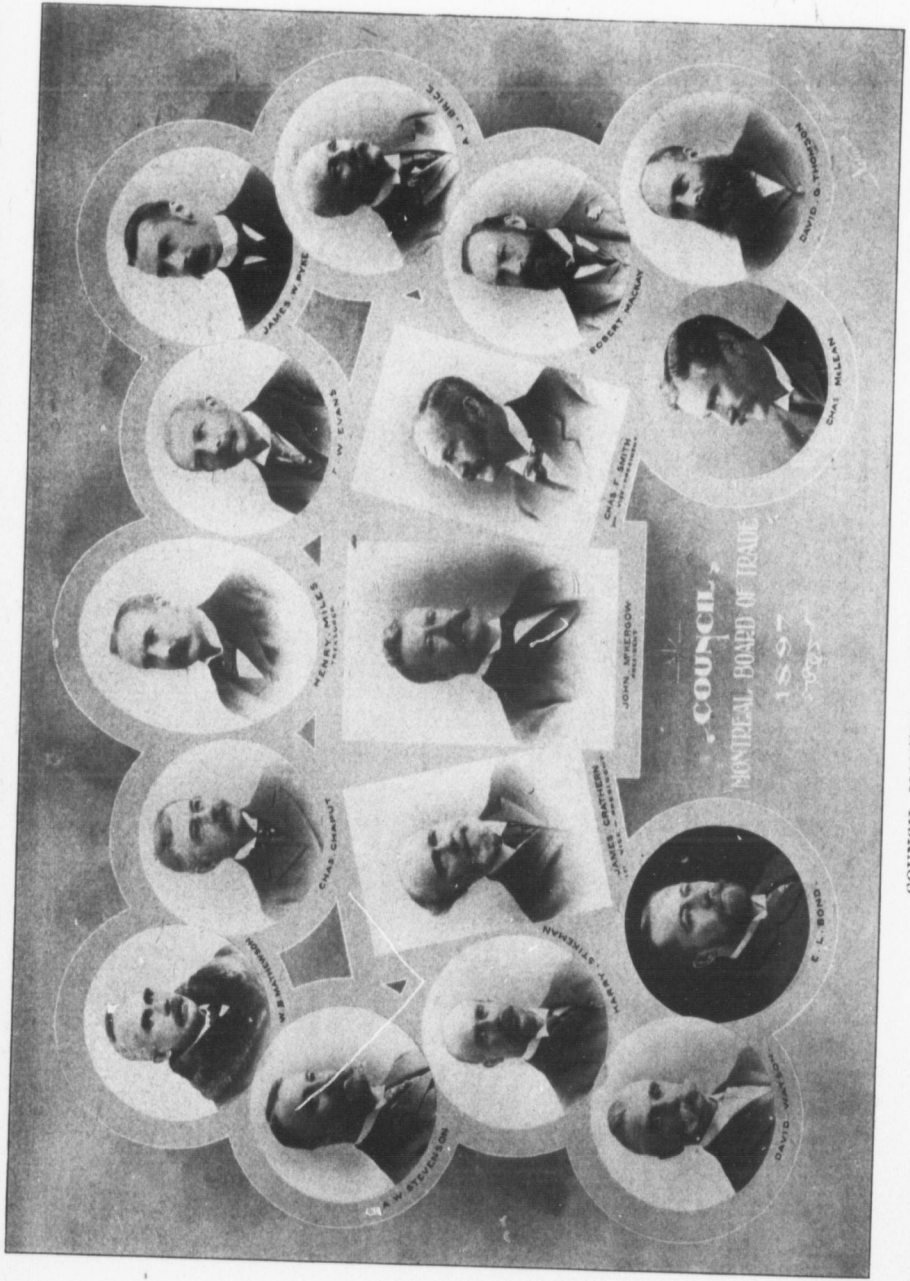
For the Year 1897.

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

Montreal:
JOHN LOVELL & SON.
1898.







COUNCIL, MONTREAL BOARD OF TRADE, 1897.

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REPORT.

To the Members of the Montreal Board of Trade:

GENTLEMEN,—

In compliance with by-law 36, your Council herewith submits a general report of its proceedings during the past year.

The anxiety regarding the tariffs in both Canada and the United States, which marked the close of the year 1896, unfortunately extended into the early months of the present year, and business was for a time thereby considerably crippled. Upon the settlement of the tariff question in Canada without the violent changes that had been feared by many, business became more than usually active, and the volume in the latter part of the year made up in most branches for the dulness of the earlier months.

The celebration of the completion of the sixtieth year of Her Majesty's reign, known as the Diamond Jubilee, afforded Canada the occasion for a display of loyalty to the Sovereign and to the Empire which was enthusiastically taken advantage of in this city by all classes of citizens, and it was very satisfactory to note that the position occupied by the Dominion at the imposing and unique ceremonies in London was a foremost one, and that the results to this country have not only been very satisfactory from an imperial point of view, but great material advantages have also accrued from the interest awakened thereby in this Dominion.

The discovery of enormously rich mineral deposits in British Columbia and other provinces has called the attention of the world to Canada, and it is already evident that this will result in a large amount of capital being invested here, and in an enormous increase in the number of immigrants,

while the requirements of the mining districts have already become so large as to materially benefit not only manufacturers and merchants, but the community at large.

The harvest in this country has been good in almost every line, the production of wheat was especially large, and the price of this cereal has been greatly enhanced. The exports of cheese and butter have attained large proportions, and the experimental shipments of fruit proved successful. The large augmentation in railway earnings is proof of the increase in the volume of trade, and the trade and navigation returns show that the export trade has been much above the average.

The following statistics of failures show a welcome decrease therein, both mercantile agencies agreeing in making them less by about three hundred in number and by three million dollars in the amount of liabilities.

STATISTICS OF FAILURES IN CANADA (INCLUDING NEWFOUNDLAND), FOR 1897, WITH TOTALS FOR TEN PREVIOUS YEARS.

	ACCORDING TO BRADSTREETS.			ACCORDING TO R. G. DUN & Co.		
	No. of failures	Realized Assets.	Liabilities.	No. of failures	Nominal Assets.	Liabilities.
Ontario	866	\$ 2,177,989	\$ 5,201,159	851	\$ 3,887,726	\$ 5,395,767
Quebec	669	1,851,393	5,599,743	608	4,573,663	6,129,357
New Brunswick	62	190,365	380,667	50	178,259	344,021
Nova Scotia	181	466,772	976,729	166	637,114	1,056,703
Prince Ed. Island. .	10	36,350	84,292	6	79,000	108,000
Manitoba	43	232,057	470,397	} 62	669,182	619,163
Northwest Ter	10	39,400	78,342			
British Columbia....	66	197,318	356,600	66	549,585	504,487
Newfoundland	20	33,250	71,450	25	46,998	107,657
Total, 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
1888.....	1,730	7,178,744	15,498,242	1,677	.....	14,081,169
1887.....	1,315	8,407,000	17,054,080	1,252	.....	10,386,884

N. B.—The figures of assets given by Bradstreets are for the value realized; those by R. G. Dun & Co. for their nominal value.

Altogether the general outlook is most encouraging, there being a degree of confidence in the business community that has not been experienced for several years, and it may be said that the bright prospects for the coming twelve months can hardly be too highly estimated.

Passing from the country in general to the port of Montreal in particular, it is gratifying to find that the following figures obtained from the Harbour Commissioners and the Collector of Customs shew a like marked improvement, the arrivals of sea-going vessels having increased by 162,534 tons, the exports by \$5,996,592, and the imports by \$1,435,926.

YEARS.	Sea-going Vessels arrived in Port.	Total Tonnage.	Value of Mer- chandise Exported.	Value of Mer- chandise. Imported.	Customs Duties Collected.
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	39,344,782	48,418,569	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 PRESIDENT WRITES THE PREMIER RESPECTING SUNDRY MATTERS.

By special request of the Council, the President, early in the year, addressed the following communication to the Premier respecting sundry matters which the Council was anxious should receive attention from the Dominion Government :

MONTREAL BOARD OF TRADE,

MONTREAL, February 8, 1897.

Honourable Wilfrid Laurier, Premier, Ottawa.

SIR,—I have the honour by desire of my Council to submit for your consideration the following matters which the Council is anxious should receive early and earnest attention from the Government :

Deepening and Widening the Ship Channel.—The Council's views on this most necessary work are embodied in the following resolution, adopted by the Council of 1896 and presented to you by my predecessor in the presidency, Mr. R. Bickerdike, and more formally communicated by the secretary in a letter dated September 12th, 1896:

"That the size of the ship channel between Quebec and Montreal is proving inadequate for the larger ocean steamships trading to this port, and that during the season of low water last year steamers of the regular lines plying to this port, although of less draught than is contemplated for the steamers of the fast Atlantic service, were unable to pass through that channel when fully laden,—

"That the indications are that the transatlantic trade will be performed by a still larger class of vessels than now engaged therein, and that if Canada is not to lose the proportion of that trade she now secures in competition with United States ports, the ship channel between Quebec and Montreal must be enlarged to accommodate such vessels,—

"That the United States Government has for many years been fully alive to the importance of providing for the increasing size of ocean steamships engaged in the transatlantic trade, Congress having from time to time voted large sums for the deepening and improvement of the harbours of the chief United States Atlantic seaports, and it has recently made additional appropriations for the deepening of Boston, Portland and other harbours to a minimum of thirty feet at low water, with channels one thousand feet wide,—

"That the Council of the Montreal Board of Trade would therefore earnestly impress upon the Dominion Government the great importance to the transportation interests of this country, of at once commencing additional work upon the ship channel between Quebec and Montreal, whereby a depth of thirty feet at lowest summer level and a width of five hundred feet at the narrowest point will speedily be obtained, and be available for navigation by night as well as by day."

The Council considers that, if Montreal's shipping trade is to progress as it should, the time has arrived when the work of deepening and widening the ship channel between Montreal and Quebec should be vigorously prosecuted so that ships of the largest capacity can reach this port throughout the season of navigation whether the water in the river be high or low.

Deepening of the Welland and St. Lawrence Canals.—The deepening of the St. Lawrence canals to fourteen feet and the further deepening of the Welland Canal are deemed necessary in the interests of inland navigation, and the Council trusts that the necessary works will be proceeded with as quickly as possible.

Dry Dock Accommodation.—The recent annual meeting of the Board adopted the following resolutions with respect to this matter which speak for themselves, and the Council trusts that the work of enlarging and lengthening the Levis dock will be energetically proceeded with at an early date:—

"That the incoming Council be instructed to press upon the Government, in view of the largely increasing size of vessels already built and now building, to take steps for the immediate enlargement of the dry dock at Levis to the extent of 600 feet, sufficiently large to accommodate vessels now building or likely to be built within the next ten years, as the Board views with grave apprehension the possibility of an accident in the Gulf or River to such vessels with no dock for their repair."

"That the incoming Council be requested to keep in view and urge upon the Dominion Government the necessity for dry dock accommodation in the harbour of the City of Montreal for ocean vessels of the largest classes."

Extension of Telegraph System to Straits of Belle-Isle.—On 19th December, 1895, the following petition was addressed to His Excellency in Council, and in response to a request made 22nd February, 1896, that the prayer thereof should be complied with during the season of navigation of 1896, the Department of Public Works wrote on 27th February, 1896, that the matter would receive attention, and that an appropriation would be asked for that purpose.

To His Excellency the Right Honorable the Earl of Aberdeen, etc., Governor General of the Dominion of Canada, in Council.

THE PETITION OF THE COUNCIL OF THE MONTREAL BOARD OF TRADE

HUMBLY SHEWETH,—

That the route between Canada and Great Britain via the Straits of Belle-Isle being the shortest and most generally used, it is of the utmost importance that every possible safeguard and aid to navigation should there be afforded, and that while this fact has been recognized by the Dominion Government, as evidenced by the construction on its coasts of light-houses, fog-horns, signal stations and other aids, serious casualties occur from time to time, the following being a list of such since 1885:—Total losses,—bark Selskar, sch. Ripple, H. M. S. Lily, SS. Straits of Gibraltar, SS. Montreal, SS. Mexico, SS. Mariposa, Collision with ice,—SS. Hampshire, SS. Norse King, SS. Vancouver. Stranded,—SS. Lake Ontario. Dismasted,—Schr. Audacieuse;

That in certain of these casualties the impossibility of speedy communication with points where assistance is available largely increased the loss in connection with vessel and cargo, and also aggravated the distress of passengers and crew, an instance being the recent wreck of the SS. Mariposa at Forteau Bay on Sept. 24th, experts being of the opinion that, had wrecking appliances been speedily forthcoming, that steamer with her valuable cargo might have been saved, while severe suffering for passengers and crew was averted only by their chance rescue by a passing steamer;

That the lack of telegraphic communication with the Straits of Belle-Isle and adjacent coasts is a menace to the safety of any disabled or wrecked vessel in that vicinity, and might, in the case of a steamer carrying a large number of passengers, cause terrible suffering and loss of life, and that any such disaster would seriously injure the reputation of the St. Lawrence route and so tend to divert shipping from the ports thereon, and, by advancing insurance premiums, to increase charges;

Wherefore your petitioners pray Your Excellency in Council that the existing telegraphic communication with the Lower St. Lawrence be extended to the Straits of Belle-Isle and neighbouring coasts, in order that in case of accident to vessels, assistance may speedily be afforded, and so the risk of loss of life and property be greatly lessened.

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

Signed on behalf of the Council of the }
Montreal Board of Trade, }

JAS. A. CANTLIE, *President.*
GEO. HADRILL, *Secretary.*

MONTREAL, 19th December, 1895.

The Council would strongly urge this extension of the telegraph system as being an important factor in the safety of the St. Lawrence route, which the shipping interests are constantly pressing upon the Council's attention.

The Need for Insolvency Legislation.—The following memorial has recently been presented to you from the Council of this Board, and I beg again to call attention to its prayer.

To the Honourable Wilfrid Laurier, Premier of the Dominion of Canada :

THE MEMORIAL OF THE COUNCIL OF THE MONTREAL BOARD OF TRADE,
HUMBLY SHEWETH,—

That your memorialists, upon the repeal in 1880 of the Insolvent Act of 1875, immediately commenced to urge upon Parliament the need for legislation applicable to the whole Dominion, providing for the equitable distribution of the assets of insolvent debtors, bills for that purpose being introduced at their instance in 1883 and 1884 ;

That in 1885, a committee of the House of Commons prepared a bill with discharge clauses added, which received the support of the Montreal and other Boards of Trade, and that in 1892 a bill, based upon the 1883 bill, was compiled by the Toronto, Hamilton and Montreal Boards of Trade, and urged upon the Cabinet ;

That in 1893 an influential deputation from Boards of Trade waited upon the Premier and the Minister of Finance, urging the introduction of insolvency legislation, and as a result the Minister of Trade and Commerce (Honourable Mackenzie Bowell) introduced into the Senate in 1894, a bill prepared under the direction of the Minister of Finance (Honourable Mr. Foster), which bill, with certain amendments suggested by Boards of Trade, was, to your memorialists' great satisfaction, adopted by the Senate ; it did not, however, reach the House of Commons ;

That said bill, with some further amendment, was re-introduced in the Senate during the session of 1895, and that while your memorialists believe it could be improved in some respects, that bill is generally acceptable to them, and a copy thereof is therefore appended hereto ;

Wherefore, your memorialists, suffering now, as heretofore, by reason of the absence of Dominion legislation for the distribution of insolvent estates, and having for many years striven for the procuring of such legislation, do now most earnestly urge you to take such steps as you may in your wisdom deem best for procuring the adoption, during the forthcoming session of Parliament, of legislation providing for the equitable distribution of the assets of insolvent debtors.

Signed on behalf of the Council of the
Montreal Board of Trade. }

R. BICKERDIKE, *President.*
GEO. HADRILL, *Secretary.*

MONTREAL, 7th January, 1897.

For several years this and other Boards of Trade have laboured in the endeavour to secure this much-desired legislation, but without success, and the repeated failures have been most disheartening, especially in view of the large amount of labour and time devoted to the subject by the committees appointed for that purpose. The need for insolvency legislation applicable to the entire Dominion is now very generally recognized, and the Council earnestly pleads that you will endeavour to procure the passage of such a law during the forthcoming session of Parliament.

I have the honour to be, Sir,

Your obedient servant,

JOHN MCKERGOW, *President.*

THE HARBOUR.

Resignation of Mr. Hugh McLennan as Board of Trade Harbour Commissioner.—To the great regret of your Council, Mr. Hugh McLennan, the Board's representative on the Harbour Commission for a long period of

years, resigned that office in April last, and although the Council endeavoured to induce Mr. McLennan to continue to act as this Board's representative on the Commission until the end of his term, he adhered to his determination to resign. The correspondence between Mr. McLennan and the Council was as follows:—

MONTREAL, 22nd April, 1897.

GEORGE HADRILL, ESQ.,

Secy. Montreal Board of Trade, Montreal P. Q.

DEAR SIR,—Upon the reorganization of the Board of Harbour Commissioners giving your Board the privilege of electing two members, as an associate of the late Honourable John Young I was elected one of your representatives for the term of four years, and at the expiration of this and succeeding terms I was favoured with the expression of your continued confidence by my re-election. I am now conscious that the time has come when I can ask to be relieved of the duties of the position without disadvantage to the interests of the trade represented by your organization.

In accordance with this decision be pleased to communicate to the President and members of the Board of Trade my resignation of the position I have held for so many years.

In retiring from the Harbour Board I will carry with me the remembrance of the cordial support of your Board while I occupied the position of your representative, and the pleasure of having been so long identified with an organization the administration of which since its inception sixty-seven years ago to the present time reflects credit upon every member connected with it.

Yours truly,

HUGH McLENNAN.

THE MONTREAL BOARD OF TRADE.
MONTREAL, April 28th, 1897.

HUGH McLENNAN, ESQ.,

Board of Trade Harbour Commissioner.

DEAR SIR,—Your letter of 22nd inst., resigning your office as Board of Trade Harbour Commissioner, was submitted to the Council at its meeting to-day, and its reading evoked numerous expressions of regret.

After consideration of the matter the Council was unanimous in desiring that you should reconsider your decision to resign, and that you should continue to act as this Board's representative on the Harbour Commission until the end of your present term of office in August of next year.

I have therefore pleasure in communicating this expression of the Council's views to you, and am

Dear Sir, yours truly,

GEO. HADRILL, *Secretary.*

MONTREAL, April 30th, 1897.

GEORGE HADRILL, ESQ.,

Secretary Montreal Board of Trade, Montreal, P. Q.

DEAR SIR,— I have your letter of the 27th inst., acknowledging the letter of resignation of my position as representative on the Harbour Board, and communicating the desire of the Council that I should continue to discharge the duties of the position to the end of the term for which I was elected. Permit me to say that before submitting my resignation I carefully considered my duty to the Board that had elected me, and was fully satisfied that the service could be taken up at this point by a successor without detriment to the trade. I must therefore respectfully adhere to my resignation.

Respectfully yours,

HUGH McLENNAN.

The Council greatly regretted Mr. McLennan's decision, which left it no alternative but to call a special general meeting of this Board for the election of his successor, and at that meeting, which was held on 13th May, the following resolution in recognition of Mr. McLennan's long and valuable services as Board of Trade Harbour Commissioner was unanimously adopted:—

“Resolved, That the members of the Montreal Board of Trade desire to place on record their appreciation of the long and valued service rendered to the business of Montreal by Hugh McLennan, Esq., during the twenty-five years he has been a member of the Harbour Commission of Montreal, and to assure that gentleman that he carries with him in retiring the best wishes and the kindest regards of the Board.”

The following letter received from Mr. McLennan just before his resignation of the Commissionership is recorded here as containing an interesting resumé of the work of the Harbour Commission for a long period of years:—

MONTREAL, April 21st, 1897.

GEO. HADRILL, ESQ.,

Secretary Montreal Board of Trade, Montreal, P. Q.

DEAR SIR,— A partial review of the history of the Harbour Trust of Montreal may tend to throw some light upon the best course of action to be adopted to secure a satisfactory understanding tending to the active provision of additional accommodation in the harbour.

In 1866 the Board of Harbour Commissioners, having completed a channel of 20 feet between Montreal and Quebec, and the construction of wharf accommodation assumed to be commensurate with the requirements of the trade, disposed of the construction plant as being thereafter unnecessary. Within very few years the increased size of vessels rendered the channel and harbour accommodation unsatisfactory, a dissatisfaction that time after time found expression at meetings of the Board of Trade, the discussion leading at one of the annual meetings to the suggestion that neither the Board of Harbour Commissioners were amenable to the opinions of the Board of Trade, nor had the Government, who appointed the majority of the then constituted board, assumed any supervision over its operations. The discussion

resulted in the appointment of a committee to wait upon Sir George E. Cartier, the recognized leader of the Government so far as the Province of Quebec was concerned, and the interview granted to that committee brought forth a ready response that the representation was a reasonable one, and that he would undertake to give it effect. With a promptness characteristic of that statesman, an act was passed at the current session of Parliament reorganizing the Board of Harbour Commissioners, incorporating therein the duties formerly discharged by the Trinity Board, and constituting the newly-organized board with a majority of members elected by the City of Montreal, Board of Trade, Corn Exchange, and Shipping Interests, five elected members and four appointees of the Government, granting to the board as then constituted powers to initiate all improvements and to control all works and expenditure delegated to the trust, subject only to the assent of the Governor-in-Council. The following session the majority was changed from the elected members to the Government appointees under the contention that the Government was morally responsible for the amount of indebtedness created by the board, and that the Government should exercise supervision to that extent.

At a meeting of the Dominion Board of Trade, held at Ottawa in 1872, the members interested in the trade of the St. Lawrence submitted a resolution memorializing the Government that the deepening of the channel between Montreal and Quebec should be renewed by the Government. The resolution was rejected. A subsequent resolution was proposed asking that the Government should authorize the creation of additional indebtedness to enable the Harbour Commissioners to proceed with the deepening of the channel as a charge upon the revenues of the trust. That resolution was carried, and in process of time was given effect to by legislation authorizing the carrying forward of that work and to be continued by the Commissioners until a depth of over 25 feet was attained in 1891, when the work was taken over by the Dominion Government, and is still continued, giving at the present time a channel of 27½ feet. Upon the assumption of the river work and debt by the Government, Plan No. 6 being adopted, work was commenced upon the proposed guard pier, the first requisite in the construction of that plan. In the winter of 1894, an application being submitted to the then Minister of Public Works for legislation that would secure to the trust money at the lowest possible rate of interest, the question was raised as to the adaptability of Plan No. 6, a considerable time having intervened since its adoption—whether it was still considered to be the most efficient for the accommodation of the trade.

The Government appointed a commission to report upon the harbour improvement generally; the substance of their report is as follows:

For the purpose of carrying out the works authorized by Plan No. 6 and Windmill Point basin the Harbour Commissioners of Montreal ask that the Government should afford them such assistance as will enable them to secure, in addition to the one million dollars which they are already authorized to raise, a further sum of three million dollars, the whole to bear interest at a rate not greater than 3½ per cent., the money to be applied as follows:

A. \$2,000,000 for the execution of the plan known as No. 6, which has already received the formal sanction of the Government, so far as the provisions of chapter 92 of the Revised Statutes of Canada are concerned.

B. \$1,000,000 to build an inland basin at such place in the eastern end of the city as may upon examination be found most advantageous; and

C. \$1,000,000 to complete the basin at Windmill Point and other parts of the harbour not included in Plan No. 6.

The undersigned have heard a good deal of evidence bearing upon the question of the trade of Montreal, and after a careful consideration of the matter in all its bearings, are unanimous in making the following recommendations:—

1. Plan No. 6 should first be proceeded with, but as above shown the average surplus revenue for the immediate future would not warrant an expenditure of more than \$2,000,000, and the plan, as originally designed, could not be completed for that sum. The guard pier, which is an essential feature of the scheme, should first be completed, but the accommodation which the proposed wharves will give is proportionately greater than could be handled in a part of the city where the approaches are congested, and where access by railways must always be difficult, and the undersigned therefore recommend that the Harbour Commissioners be requested to modify that part of Plan No. 6 involving the construction of wharves in such a manner as to give only one half of the wharf frontage now proposed, and, further, that the question of building high level wharves be considered as there appears to be little demand for permanent sheds on the wharves in consequence of the proximity of the city warehouses.

2. When the above-mentioned works are completed the harbour of Montreal will be in a position to handle conveniently the general traffic now in existence, as well as a somewhat increased traffic. This central location will always be the most convenient for regular lines of steamships handling small packages of miscellaneous freight; but, in consequence of the difficulty of access and expense of handling, will never encourage the growth of a traffic in coarse and bulk freights. With the future increase of trade expected, improvements on a larger scale must be ultimately provided at a point where traffic is less congested, where it will be possible, at a reasonable cost, to connect the wharves with all the railway systems as well as provide room for storage of heavy freight, lumber, cattle, grain, etc.

There can be no question that the best locality fulfilling these conditions is the river front below St. Mary's current, between Longue Point and Maisonneuve. If the ratio of increase in trade of Montreal and the Dominion of Canada be anything like what is expected from these important branches of traffic, it should not be more than seven or eight years before the suggested extension of this harbour eastward and the construction of a dry dock will be a necessity, and in order to have the works completed in time to meet the requirements a beginning should be made without delay.

The undersigned consider that in the event of their construction the cost should be borne by the Dominion Government and the work placed under its control, not because the revenue of the harbour of Montreal should prevent the Commissioners from undertaking them, but because the national importance of the trade to be provided for warrants the Government in assuming this as a Dominion work, with a view to preparing for commerce reaching Montreal as a terminal ocean port for transshipment inland, and they respectfully suggest that a thorough survey of the river and shore be made, so that the best and cheapest plan can be designed as a preliminary to this work of extension.

In conclusion, the undersigned beg respectfully to state that the works recommended should be pushed forward as fast as possible in order to secure to the port of Montreal a fair portion of the Western trade, and to prevent the further encroachment of rival routes. This can only be done by affording vessels the most ample means for economical handling and rapid dispatch of freight both ways, and by the reduction to a minimum of all charges on vessels navigating the St. Lawrence route.

(Signed),

THOMAS MUNRO,
LOUIS COSTE,
WM. P. ANDERSON.

Statement of wharf accommodation in the harbor of Montreal at different periods :

At the end of 1871, there was 16,576 linear feet of water 10 feet depth. Added 1872-1875, 2,400 linear feet of water 10 feet depth ; 900 linear feet of water 20 feet depth.

At the end of 1874 there was 13,288 linear feet (20 feet depth and over) ; 6,588 linear feet shallow water (10 feet) ; total wharfage end of 1874, 19,876 linear feet or 3.76 English miles.

At the end of 1896 there was 24,689 linear feet ($27\frac{1}{2}$ feet and over) ; 6,083 linear feet shallow water (10 feet) ; total wharfage, end of 1896, 30,772, or 5.8 English miles.

A comparative statement of tonnage in the port of Montreal :—

Vessels.	1874.	1896.
No. of seagoing.....	731	709
Tonnage of above.....	423,423	1,216,468
Greatest number in port at once.....	76	37
Number of inland.....	6,855	4,832
Tonnage of above.....	956,837	1,004,117
Greatest number in port at once.....	301	160

HARBOUR REVENUE.

	1874.	1896.
Revenue.....	\$280,021	\$258,131

TARIFF OF HARBOUR DUES.

1st July, 1873—On all goods not described $\frac{1}{4}$ of one per cent. of the value. Upon a tariff of about 200 items ranging from 25c. per ton down to 10c. on coal, etc., grain being 25c. per 100 bushels.

Revised Tariff 1st April, 1877—About the same detail of items, the principal change being from $\frac{1}{4}$ of one per cent. on all goods not described to 50c per ton on dry goods and millinery.

1st April, 1881—Tariff on goods was remodelled, simplified and reduced so as to produce an estimated reduction of about $22\frac{1}{2}$ per cent., while tonnage dues on ships were reduced $33\frac{1}{2}$ per cent., making an actual difference in the harbour dues of over 27 per cent.

23rd May, 1888—All tonnage dues were abolished, which in 1887 amounted to \$67,171, or about $22\frac{1}{2}$ per cent. of the gross revenue of that year.

20th June, 1896—The tariff was still further reduced, a uniform reduction of 20 per cent. being made.

It will be seen from the foregoing resumé :

1. That we are not dealing with the trade in its decadence, but with the necessity of providing for a business that has outgrown our facilities for its convenient accommodation.

2. The powers of operation granted to the Harbour Commissioners when reorganized are still in full force, with respect to what they deem best calculated to facilitate trade and increase the convenience and utility of the harbour, excepting that indirectly the expenditure of one million dollars of the recent loan authorized was made subject to the consent and approval of the Minister of Public Works.

3. The report of the commission appointed by the Government reported only such modification of plan No. 6 as in the opinion of the commission would reduce the cost without impairing the efficiency of the accommodation, the principal change recommended being a lower elevation of the wharves than that proposed in the original plan, a suggestion worthy of full consideration.

4. While the commission suggested the possible construction of docks and warehouses, after the works in the centre of the harbor will have been completed, looking to the encouragement of trade not now provided for, so far from suggesting that such work should be an additional charge upon the harbor revenues, the commission emphatically declared that the proposed additions should be a charge upon the Dominion, their report emphasizing that the tariff of dues should under no circumstances be increased, the object continuing to be to make the port as cheap as possible to the trade.

Permit me to suggest that if the proposed visit of the Minister of Public Works should result in a conference including the Harbor Commission and organizations sending representatives thereto, I am confident that a satisfactory arrangement would be agreed upon for the prosecution of work so essential to the trade of the port.

All respectfully submitted.

Yours truly,

HUGH McLENNAN,
Harbor Commissioner for the Montreal Board of Trade.

Election of a Representative on the Harbour Commission.—At a special general meeting of the Board held on 13th May, Mr. David G. Thomson was elected Commissioner for the Board of Trade vice Mr. Hugh McLennan resigned. Mr. Thomson's report for the past season is as follows:—

MONTREAL, 5th January, 1898.

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

GENTLEMEN, —In consequence of Mr. Hugh McLennan having resigned the position, so long held by him, as Board of Trade representative on the Board of Harbour Commissioners, I was elected to fill the vacancy for Mr. McLennan's unexpired term of office, *i. e.* to August, 1898, and it therefore devolves upon me to report to you respecting harbour matters for the past season.

The wharfage space of the harbour was last year increased by the completion of the new wharf across the upper end of the Windmill Point Basin and 800 feet down the south-east side; the lengthening of the outer side of the Island Wharf 132 feet, so as to make a steamship berth of 442 feet long, and the rebuilding and enlarging of one of the two wharves at Longue Pointe.

The railway facilities on the wharves were increased by a new siding laid on the Windmill Point Wharf for the coal trade, one at the Canadian Pacific Railway elevators for cattle shipment, and two at Hochelaga for lumber shipments, making in all $1\frac{1}{8}$ miles of additional track.

The principal dredging work of the summer was directed toward the deepening and enlarging of the Windmill Point Basin, the widening and deepening of the ship channel through the harbour between the entrance of the Lachine Canal and Maisonneuve, and the deepening of a number of shallow places between the channel and the wharves at Hochelaga. For the last three or four years the depth in the main channel of the harbour has been less than that given in the ship channel between the harbour and Quebec, but during the latter part of last summer the advantage was reversed.

The total number of sea-going vessels arriving in the harbour during the past season was 796, with a tonnage of 1,379,002, being an increase over 1896 of 87 vessels with a tonnage of 162,534. Of inland vessels there were 6,384 with a tonnage of 1,134,346, being an increase of 1,552 vessels with a tonnage of 130,229. The total revenue was \$254,314, which was \$3,817 less than in 1896, but as the reduced tariff of 20% off prevailed during the whole of this season, whereas it was not effective until July in 1896, the decrease shown really means an increase of a little over nine thousand dollars, which accrued on the exports.

During the summer months a number of plans were discussed by the Commissioners, the Council of the Board of Trade and the Shipping Interests, resulting in the adoption of what is known as Plan 12A, the construction of the said plan to be undertaken by and at the expense of the Government.

I would impress upon the President and Council the importance of urging upon the Minister of Railways and Canals the great necessity of deepening the entrance to the Welland Canal at Port Colborne, as well as the lowering of the sill at the guard lock. This canal was constructed to pass steamers drawing fourteen feet of water, but during the past season the depth of water was at times as low as 13 feet 2 inches on the lock sill at Port Colborne. Many vessels ground on entering Port Colborne harbour and are unable to reach the elevator, having to lie aground until a change of wind occurs. The Welland Canal should be deepened as early as possible to a uniform depth throughout of not less than seventeen feet.

The whole respectfully submitted,

D. G. THOMSON,

Board of Trade Harbinger Commissiour.

Grain Elevator needed in the Harbour.—The need for a public grain elevator in the harbour into which barges might discharge their cargoes instead of waiting until the ocean steamers are ready to receive them was the subject of consideration through the following special committee:—Messrs. Chas. F. Smith, E. L. Bond, Chas. Chaput, Chas. McLean, D. G. Thomson. That Committee reported as follows:—

To the Council of the Board of Trade.

GENTLEMEN,—

“Your Committee, to whom on 5th ult. was referred the subject of the need for a grain elevator in the harbour here, finds that there are now no facilities in the harbour for receiving and storing grain direct from inland craft.

“That a grain elevator with facilities for taking grain from inland craft is even now needed by the trade of the port, and that so soon as the canals are deepened sufficiently to allow large lake vessels to come through to Montreal without breaking cargo, such a convenience will be an absolute necessity, for no vessel would charter to the port if immediate delivery of cargo was not guaranteed by heavy penalties for delay, and with the many special features of St. Lawrence navigation such speedy delivery could not be guaranteed unless there were a grain elevator here into which the grain could be discharged.

“That the charges for handling grain in such an elevator must be the minimum necessary to cover expenses, these being based upon the lowest rate of interest procurable on the credit of the Dominion Government, and that were the elevator built by private enterprise it is unlikely that such low charges would prevail.

“Your committee recommends that the need for an elevator being recognized, there should be no delay in bringing pressure to bear upon the Government to include provision for a grain elevator of a capacity of not less than one million bushels in the upper part of the harbour in any arrangement that may be arrived at in connection with harbour plans.

“The whole respectfully submitted,

“CHAS. F. SMITH,

“Chairman.”

MONTREAL, 2nd June, 1897.

The foregoing report was adopted, and its substance communicated to the Minister of Public Works, who will doubtless give the matter his earnest attention whenever the new wharves are about to be constructed.

Change of Harbour Berth for Bristol Steamers.—By desire of the Butter and Cheese Association the Council used its influence with the Harbour Commissioners towards securing compliance with that Association's request that berthing accommodation for the Bristol steamers be provided nearer the cold storage centres, and the renewed joint representations to the Commissioners resulted in the Bristol line being allotted the outside berth on the Island Wharf, which berth is entirely satisfactory as to location although somewhat restricted as to wharfage space.

Harbour Improvement.—The question of improving the central portion of the harbour so as to afford increased accommodation for vessels desiring to berth near the business centre of the city, has occupied a large amount of your Council's attention throughout the year; and while the Harbour Commissioners have recently approved the three pier plan, known as 12a, as a compromise likely to be acceptable to the Government, your Council is still of the opinion that the modification of Plan No. 6, known as Plan No. 19, is the best plan, in that it utilizes the limited space between the entrance of the Lachine Canal and the Victoria Pier to the best advantage.

In connection with the question of expenditure already incurred for harbour improvement, it seems desirable to state here, as there appears to be misapprehension on the point even among members of this Board, that the harbour of Montreal, although the national port of the Dominion, has always been self-supporting, never having received any financial aid whatever from either the Dominion or Provincial Governments, interest on the loan from the former, secured by the Commissioners' bonds, having always been regularly paid in full. Until 1896 the Harbour Commissioners were supreme

in all matters connected with the harbour, but in that year they, to secure a lower rate of interest obtainable by the Government guaranteeing their bonds, consented to a clause being inserted in the Act whereby the approval of the Minister of Public Works is necessary to any plan of harbour improvement to be paid for out of that loan. To that unfortunate clause may be attributed the delay in arriving at a satisfactory conclusion in the matter of harbour improvement, the Minister refusing to approve the plan submitted by the Commissioners and approved by the leading commercial organizations of this city, and those organizations then deeming the Minister's plan impossible of acceptance.

The following is a resumé of the Council minutes during the past year with respect to harbour improvement :—

On March 26th a letter was addressed to the Minister of Public Works expressing the Council's anxiety that the long delayed work of harbour improvement here should now be vigorously prosecuted, and entreating the Minister to forthwith give such orders as would ensure the immediate construction of at least one of the piers provided in the plan which formed the basis of an agreement between the Harbour Commissioners and the City Corporation, and had been sanctioned by Order in Council and by Parliament. At the April Quarterly Meeting of this Board a resolution was adopted endorsing the Council's action to date, and urging immediate progress of the work of harbour improvement as provided in said plan. At conclusion of that meeting, at request of several members, its Chairman (Mr. James Crathern, 1st Vice-President) proceeded to Ottawa to present that resolution to the Government. At Ottawa Mr. Crathern, and Mr. G. W. Stephens, who had accompanied him, were joined by members of the shipping interest, the joint deputation being received by the Premier with the Ministers of Trade and Commerce, Public Works, and Marine and Fisheries. The Minister of Public Works (Hon. Mr. Tarte) replied that he was not prepared to accept the plan submitted, and that he would have a plan prepared in his own department, and would shortly come to Montreal and discuss it with your Council. At a special general meeting of the Board held on 13th May to elect a Harbour Commissioner, the following resolution was adopted :—

“Whereas, the requirements of the trade of Montreal urgently call for more wharf facilities, particularly in the centre of the harbour, be it resolved,—

“That the members of the Montreal Board of Trade hereby respectfully urge on the Harbour Commission and the Government the immediate and energetic pushing forward

“ of the harbour improvements as previously confirmed by this Board, and known as Plan No. 6; and they express the hope that no interference in the direction of an alteration of that plan will come from the Government, that may delay the giving to the port the much needed improvements.”

On 19th May the Council considered the question of harbour improvement with the following gentlemen, all of whom were unanimous in desiring the immediate prosecution of the improvement works in the central portion of the harbour, and the concentration thereon of the expenditure of the revenue obtained from harbour dues, leaving the Government to make such expenditure of Government monies as it might please upon the eastern portion of the harbour ;--Messrs. Hugh McLennan, Edgar Judge (President Corn Exchange Association), Hugh A. Allan, Robt. Reford, Thos. Harling, H. G. Johnston, D. A. Watt. A deputation to Ottawa was also arranged for, which met the Cabinet on 26th May and presented a memorial urging that the Government would not place any restrictions upon the Harbour Commissioners that would hinder them from speedily and energetically proceeding with the work of central harbour improvement, and that no portion of the harbour revenue, whether derived from regular income or the proceeds of bonds, should be permitted to be diverted to works in other parts of the harbour until the completion of that work. The Hon. Mr. Tarte, in replying, expressed his desire to provide harbour accommodation for the greatly increased trade which he believed Montreal would enjoy in the near future, but he was emphatic in declining to proceed with the work under present financial arrangements, as the revenue of the harbour would, in his opinion, be insufficient to provide for the cost thereof. Informal interviews obtained with the members of the Government by the members of the deputation left the impression that the plan would not be carried out without considerable alteration to meet the Minister's views, but that the Government was disposed to spend a considerable sum of money in connection with harbour works at this port. A few days subsequent to that interview a plan emanating from the Department of Public Works was received through Alderman Prefontaine, M. P., who intimated that if approved the Government was willing to assume the cost of the works it provided for. That plan, which is now known as the Hon. Mr. Tarte's three-pier plan, was submitted at a conference meeting of the Council, the Corn Exchange Committee of Management and the Shipping Interest, held on 31st May. While it was evident that the four-pier plan was preferred to the three pier plan submitted, the meeting, being desirous to avoid

opposing the Minister, adopted a resolution approving the carrying out of the three-pier plan with a lengthening of the piers, provided the work was done at the cost of the Dominion Government, the resolution also urging that the Government should relieve the trade of the Dominion by making Montreal a free port. That resolution was presented to the Minister of Public Works at Ottawa on 1st June by a deputation of the Council and the Shipping Interest, which explained the modifications they desired to the three-pier plan, which modifications were promised by the Minister. The Council being advised that further representations were desirable, the following petition was addressed to the Governor General in Council :—

To His Excellency the Right Honourable the Earl of Aberdeen, Governor-General of the Dominion of Canada in Council.

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

That the port of Montreal, being the meeting point of inland and ocean navigation, is the natural and most important seaport of the Dominion, and can also command the trade of a large section of the western states, provided the charges on the St. Lawrence route do not exceed those on the competitive U. S. routes to the seaboard ;

That the St. Lawrence route is specially adapted for the carriage of our various agricultural products and cattle, its cool waters being conducive to their delivery in good condition, and that as for this reason the bulk of those products is exported via Montreal, the proposed enlargement and improvement of our harbour and the reduction or entire abolition of its dues, would benefit alike all the producers and manufacturers of such products, as well as the importers of foreign goods ;

That inasmuch as the commerce of this country and of the western states will follow the St. Lawrence route when proper facilities are thereon afforded, it is desirable in the general interests of this Dominion that the port of Montreal be promptly provided with all necessary harbour and dry dock accommodation ;

That the wharfage accommodation in the central part of the harbour (adjacent to the bulk of the importing and exporting warehouses) has for some years past proved insufficient to accommodate the steamships desiring to berth there, and that after mature consideration and conference with public bodies and the city, the Dominion Government, in 1891, approved the construction of extensive works to provide the desired wharfage accommodation ; but, unfortunately, after years of delay of these much needed works, only a guard pier for protecting the wharves from damage by ice is as yet under construction ;

That said harbour improvement works, being of national importance, the cost thereof should be borne wholly by the Dominion Government without any increase of the present harbour dues on goods passing through the port, as such increase would constitute a further burden on the export and import trades which would tend to divert both to the rival U. S. routes to the great injury of our port and shipping interests ;

That your petitioners believe that Montreal is the only port in the Dominion which has

constructed its harbour without receipt of moneys from the Dominion treasury, the only assistance received from the Government being by loans on harbour bonds, the interest on which has always been paid regularly and in full; and that, while many harbours from Halifax to Vancouver have received large amounts of public money, over twenty million dollars having been spent since Confederation on the harbours and rivers of the Dominion, not one dollar of this vast sum was expended on Montreal harbour; and further, that for many years Montreal harbour revenues were taxed to deepen the channel through Lake St. Peter, and while the Government, in 1888, recognizing that such deepening was a national work, assumed the capital expenditure thereon, it did not repay an amount of about one and one-quarter million dollars expended by the Harbor Commission on said works, so that the Government is still indebted to the Montreal Harbour Commission for that sum.

Wherefore, because the port of Montreal is the natural and most important port of the Dominion, and in close competition with U. S. Atlantic ports, because all other harbours throughout the country have been made at the cost of the Dominion Government, and for other important reasons before mentioned, your petitioners humbly pray Your Excellency-in-Council that the Dominion Government will undertake and energetically prosecute such works in the central portion of the harbour as will provide the increased wharfrage accommodation so urgently needed, and also construct at some convenient point dry dock facilities, in order that the port may be enabled to handle the greatly increased trade that is looked for in the near future; and your petitioners further pray that, considering the national character and importance of such works, and the need for cheapened transportation and terminal charges, your Government will assume their entire cost, and also keep in view the necessity of making Montreal a free port at an early date.

And your petitioners, as in duty bound, will ever pray, etc., etc.

Signed on behalf of the Council
of the Montreal Board of Trade.

JNO. MCKERGOW, *President.*
GEO. HADRILL, *Secretary.*

MONTREAL, 7th June, 1897.

On 9th July another conference meeting of the Council, with representatives of the Corn Exchange Association and the Shipping Interest, was hastily called to meet the Minister of Public Works, Honourable Mr. Tarte, at which his three-pier plan with some modifications was submitted. The plan, however, received little attention, in view of the Minister stating that, while personally very desirous of making Montreal a free port, he could not give any assurance that the Government would provide the funds for the completion of the harbour works, but that his advice would be to accept the plan submitted, and for the Commissioners to proceed with the works so far as the balance of \$600,000 of the last loan of \$2,000,000 authorized by Parliament would permit. The Council was greatly disappointed at the outcome of this interview, for it had been given to understand informally that the Government would assume the cost of the new works, and for that reason, as before stated, the Council had accepted the Minister's three-pier plan

although not entirely approving it. The next step was the holding of another conference meeting of the Council, the Corn Exchange Committee of Management and the Shipping Interest, when, after withdrawal of the Corn Exchange and the Shipping Interest, the Council adopted a resolution approving Plan No. 19 (a modification of Plan No. 6), and urging its representative on the Harbour Commission to endeavour to secure its adoption by that body. At a conference meeting of the same bodies held on 13th September the Corn Exchange Committee of Management and the Shipping Interest reported that they also had decided to approve Plan No. 19, so that all three bodies were thus, with the Harbour Commissioners, agreed in favour of that plan. On 11th October the Council was represented at a conference meeting held at the Harbour Commissioners' office, attended by delegates from the Harbour Commission, the Corn Exchange Association, the Ocean Shipping and Inland Navigation Interests and this Board. They were received by the Premier (the Right Hon. Sir Wilfrid Laurier), the Minister of Public Works (Hon. Mr. Tarte) and the Minister of Agriculture (Hon. Mr. Fisher). The proceedings on that occasion were very unsatisfactory, for while the delegates from this Board, the Corn Exchange Association and the Ocean Shipping Interest supported Plan No. 19, La Chambre de Commerce and the Richelieu & Ontario Navigation Co. endorsed the Minister's three-pier plan, so that an aspect of division was presented which did not really exist among those most concerned. At Council meeting of 3rd November another plan was submitted, being a four-pier plan sent to the Council by the Minister, but as the piers thereon were short and placed at such an angle as would render impossible their lengthening in the future, it was not approved.

The matter for the present has ended by the Harbour Commissioners accepting a three-pier plan, that body having on 15th November adopted the following resolution :

" Resolved, 1st. That Plan No. 12a (blue print) now submitted, drawn up by the Commissioners' Chief Engineer, at the direction of the President of the Board,—(being a modification of the three pier plan of 21st July submitted by the Government)—which said plan No. 12a, the President (of the Harbour Commission) expects will be approved by the Minister of Public Works, is hereby accepted and approved by this Board ; it being understood that no portion of the cost of carrying out the said plan will be borne by the Harbour Commissioners, (that is, that the cost will be borne by the Government), and that the plan be on the high level.

" 2nd. That a copy of said plan and this resolution be sent by the Secretary to the Department of Public Works at Ottawa for the information of the Honourable Minister of Public Works."

In communicating this resolution the Harbour Commissioners said that the plan was known as Plan No. 12a, and was a compromise prepared by the Harbour Engineer under the Chairman's instructions upon the lines of the Honourable Mr. Tarte's three-pier plan.

It will be seen from the foregoing resumé that your Council made in the first place, as instructed by the Board, strenuous efforts to secure the prosecution by the Dominion Government of Plan No. 6; when this was found impossible, the plan of the Government Engineer (modified as to length of piers) was accepted on the condition that the Government would defray the cost of the works therein provided; and finally, failing to obtain any definite assurance that the Government would assume the cost of carrying out the plan it favoured, the Council, with the other interests most concerned, agreed upon a Plan (No. 19) which in their estimation provides the largest possible amount of accommodation in the harbour where it is most needed.

Your Council deeply regrets the meagre and unsatisfactory result obtained after the expenditure of so much labour and time upon this important matter. In all its negotiations and efforts the Council has striven to meet the conflicting views of the Shipping Interest and the Minister of Public Works, with a sincere desire to see a commencement of the important work of harbour improvement, even if such were confined at first to one or two new piers.

So far as the Council is informed no steps whatever have been taken to proceed with the works on any plan, notwithstanding the fact that the wharves of the regular lines were during the autumn so crowded with traffic as to be well nigh impassable, greatly to the inconvenience and loss of all concerned.

PORT WARDEN OFFICE.

Office of Port Warden of the Harbour of Montreal.—Port Warden, Captain Archibald Reid; Deputy Port Wardens, Captain J. A. Vibert and Captain Alexander T. Crighton. Board of Examiners, 1897-98:—E. B. Greenshields, Chairman; Adam G. Thomson, Charles P. Hébert, Charles McLean, J. H. Routh.

Reference was made in last year's report to the circumstance that certain shipowners of this port complained that they were put to needless expense by reason of the Port Warden regulations respecting the ceiling and lining of vessels, which in the case of vessels of modern construction were unnecessary.

The Council after consultation with all interests concerned, approved the recommendation of the Board of Examiners that a certain class of vessels be exempted, and amended the Port Warden regulations by adding the following clause to section 14 :—

“ The Port Warden may also at his discretion, in the case of vessels of modern construction with specially heavy ballast tank tops with wooden ceiling, grant certificates to load bulk grain provided the bilges and water courses in the wings are sufficiently deep.”

The Port Warden's Annual Report is as follows :—

MONTREAL, Dec. 31st, 1897.

To the Chairman and Members of the Board of Examiners for the Office of Port Warden.

GENTLEMEN,

I have the honour to submit to you the annual report of the business of this office, with the statements of exports, receipts and expenditures for the past year.

Navigation opened with the arrival of the SS. “ Polino ” at 9.30 a. m., on the 22nd April, and closed with the departure for sea of the SS. “ Acadian ” at daybreak on Thursday the 25th November.

The first ocean steamer to arrive was the SS. “ Montezuma ” at 7.30 a. m., 30th April, and the last ocean steamer to sail was the SS. “ Turret Crown,” which left for sea at 10.30 a. m. on the 24th November.

The first sailing vessel to arrive was the barquentine “ Peerless ” from Barbadoes with a cargo of molasses on the 15th May.

The first vessel to enter the Gulf of St. Lawrence this season by the Straits of Belle Isle was the Thompson Line steamship “ Ganges ” on the 26th June.

Four hundred and seventy-nine oversea or foreign going vessels of all kinds were entered at this office with a tonnage of 1,054,225 tons, being an increase of 58 vessels and 152,550 tons.

The business to the lower ports this season consisted of : Entered, 300 vessels of all classes with a tonnage of 317,397 tons, against 273 vessels of all classes last season with a tonnage of 297,410 tons. Increase of 27 vessels and 19,987 tons.

Clearances to the lower ports this season were as follows : 123 vessels of all classes, with a tonnage of 99,994 tons, against 127 vessels of all classes last season, with a tonnage of 109,595 tons, decrease 4 vessels and 9,601 tons. You may note by the accompanying statement that amongst the arrivals of sailing vessels there was not one full rigged ship, showing the decadence of sailing vessels in this trade, as this is the first season on record that this has occurred. It is also worthy of note that the South American lumber trade from this port has almost entirely disappeared, there being but one small vessel loaded this season for Rosario, she carrying only 417,505 feet B. M.

There have been numerous grounding of vessels in the river this season of a more or less serious nature, the SS. “ Arabia,” which grounded in the Cap à la Roche channel on the 26th September, being the most serious.

The water in the ship channel ran very low this year, compelling a number of the

larger vessels to complete their loading at Quebec. The comparative reports of the depth of water in the ship channel as recorded on the gauges for the past two seasons are as follows: November 20, 1896, Montreal gauge 28' 10 1/2"; November 20th, 1896, Sorel gauge 29' 8"; November 20th, 1897, Montreal gauge 26' 10"; November 20th, 1897, Sorel gauge 26' 6." This in a great measure may be accounted for by the exceedingly dry weather prevailing the last three months of the season, August rainfall being 1'.95", average 3'.60." September rainfall 1'.15', average 3'.05". October rainfall 0'.65, average 2'.96." Total rainfall in the three months 3'.75. Average rainfall for 23 years for these three months being 9'.61, so that the rainfall was little more than one third of the average for these months.

The shipments of various kinds for the past season as reported at this office were as per attached statement.

All of which is respectfully submitted.

I am, Gentlemen,

Your obedient servant,

ARCHIBALD REID,
Port Warden.

COMPARATIVE STATEMENT OF SHIPMENTS YEARS 1897 AND 1896 AS PER MANIFESTS REPORTED AT PORT WARDEN'S OFFICE.

DESCRIPTION.	1897	1896	1897	
			INCREASE.	DECREASE.
Wheat Bushels	10,553,630	7,425,742	3,130,888	
Peas "	2,002,403	1,897,136	105,267	
Barley and Rye "	1,085,221	630,688	454,533	
Oats "	5,142,011	2,653,176	2,488,835	
Corn "	9,172,016	6,752,277	2,419,739	
Total Grain	27,958,281	19,359,019	8,599,262	
Flour and Meal Barrels	710,044	952,184		242,140
Ashes "	1,401	1,753		352
Apples "	160,223	707,201		546,978
Cheese Boxes	2,100,922	1,734,398	366,524	
Butter Packages	221,464	154,011	67,453	
Eggs "	167,166	139,649	27,517	
Box Meats "	157,378	219,671		62,293
Lard "	137,686	297,832		160,146
Pulp Tons	9,770	1,431	8,339	
Dead Meat Q't's	3,179	15,837		12,658
Sundries Tons	34,086	29,004	5,082	
Hay "	3,900	761	3,139	
Hops "	13	32		19
Oil Cake "	4,110	4,452		342
Phosphates "	160	21	139	
Minerals "	4,874	2,867	2,007	
Lumber, Ft. B. M	315,312,166	221,834,580	93,977,586	
Cattle Head	117,339	96,405	20,934	
Horses "	9,975	10,524		549
Sheep "	59,983	76,812		16,859

STATEMENT OF SEA-GOING ARRIVALS.

	187		1896	
	No.	Tons.	No.	Tons.
Steamers	457	1,046,300	400	888,856
Ships	"	"	5	7,349
Barques	8	3,968	4	2,127
Brigs and Schooners	14	3,957	12	3,343
Totals	479	1,054,225	421	901,675

Increase of 58 vessels and 152,550 tons.

STATEMENT OF LOWER PORT ARRIVALS.

	1897		1896	
	No.	Tons.	No.	Tons.
Steamers	284	315,530	258	295,883
Brigs and Schooners	16	1,867	15	1,527
Totals	300	317,397	273	297,410

Increase of 27 vessels and 19,987 tons.

CLEARANCES FOR THE LOWER PORTS.

	1897		1896	
	No.	Tons.	No.	Tons.
Steamers	113	99,067	115	108,514
Brigs and Schooners	10	927	12	1,081
Totals	123	99,994	127	109,595

Decrease of 4 Vessels and 9,601 Tons.

THE SHIP CHANNEL BETWEEN MONTREAL AND QUEBEC.

Condition of the Channel.—The numerous accidents in the ship channel during the past season directed attention to its condition, and the following correspondence was exchanged between your Council and the Honourable the Minister of Public Works with regard thereto:—

MONTREAL, September 30th, 1897.

HONOURABLE J. ISRAEL TARTE,
Minister of Public Works, Ottawa.

SIR,

I have the honour to submit, with reference to recent disasters to shipping between Montreal and Quebec, that the Council of this Board, at request of the Marine Underwriters' Association, under date 22nd Feb., 1896, called the attention of the Honourable the Minister of Public Works to the possibility of stones and debris being deposited in the channel during the spring freshets, thus reducing the depth of water supposed to be available, and

suggested as a proper precaution that an official sounding of the channel be made at least three times a year. To those representations a reply was received stating "that the matter will be duly attended to."

It now appears that some of the Quebec-Montreal pilots have complained that the depth of water at certain points in the ship channel has been less than was indicated by the Government gauge at Montreal, and the Council of this Board therefore asks to be officially informed what steps have been taken in conformity with the promise contained in the Minister's letter of 27th February, 1896, above referred to.

(Signed) GEC. HADRILL,
Secretary.

OFFICE OF THE MINISTER OF PUBLIC WORKS OF CANADA,
OTTAWA, October 5th, 1897.

GEORGE HADRILL, Esq.,
Secretary Board of Trade, Montreal.

SIR,

I have just read your letter of September the 30th, in which you say that some of the Quebec-Montreal pilots have complained that the depth of water at certain points in the ship channel has been less than indicated by the Montreal gauge at Montreal. It is the first time that my Department hears of such complaint. Will you kindly forward to me a copy of the complaints made, so that we may know exactly the location of the defective points.

My Department is now making a full survey of the St. Lawrence, but that work cannot possibly be completed before two years. My Chief Engineer is sending one of his assistants to test certain parts of the channel in company with Mr. Howden, Superintendent of Dredging.

Truly yours,

J. ISRAEL TARTE.

HONOURABLE J. ISRAEL TARTE,
Minister of Public Works, Ottawa.

MONTREAL, October 6th, 1897.

SIR,

I have the honour to acknowledge receipt of your letter of yesterday in reply to mine of 30th ult., and by the direction of the Council of this Board to reply thereto as follows:—

That the Council regrets that surveys of the channel between Montreal and Quebec have not been carried out, as arranged in the correspondence of 22nd and 27th February, 1896.

That the Council recognizes that since such arrangement was made there has been a change of Government, but it claims that the undertakings of the Department on matters having no political bearing should be fulfilled.

That the Council thanks the Honourable the Minister of Public Works for his assurance that a survey of certain points in the river would be proceeded with at once, but in view of the fact that the Captain and Pilot of the steamship "Arabia" both state that that vessel struck an obstacle in mid-channel at Cap à la Roche, the Council trusts that specific instructions will be given to make the survey or "sweeping" at that point most

thorough. The Council would also recommend that the said Captain and Pilot be notified to accompany the Government survey, so that they may locate the vicinity in which they claim to have struck.

That the Council presses for an assurance that the request of the Marine Underwriters' Association for three surveys in a season, conveyed in the Council's letter of 22nd February, 1896, will be complied with to the extent of making at least two examinations, one in the spring and one at midsummer, and it asks that the reports of such surveys shall be sent to the Harbour Commissioners and the Board of Trade so soon as made.

That the Council feels keenly the gravity of the situation brought about by continual strandings in the river, and considers that the interests not only of the port of Montreal, but of the entire commerce of Canada, calls for prompt and radical measures to prevent the recurrence of such disasters.

With respect to your request for a copy of the complaints made by the Quebec-Montreal pilots referred to in my letter of 30th ult., I am to say that Cleophas Auger, President Pilotage Association, has stated that the gauge showed at least one foot in excess of the water in the river, and that pilot Prudent Belle-Isle, stated that there was a foot less water at Champlain and Three Rivers than recorded by the gauge.

(Signed) GEO. HADRILL,
Secretary.

Transfer of control of Buoy Service.—Your Council learning that the Department of Public Works felt itself at a disadvantage in being responsible for the condition of the channel when it had no control of the buoy service thereof, the Governor General in Council was petitioned as follows, in favour of transferring of such control from the Department of Marine to the Department of Public Works :—

To His Excellency The Governor-General of the Dominion of Canada, in Council.

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

That your Petitioners, who in this matter feel warranted in speaking not only for the merchants of this city but also for all importers and exporters throughout Canada who make use of the St. Lawrence route, are deeply interested in the maintenance of a safe channel for ocean going vessels between Montreal and Quebec ;

That such maintenance of a safe channel comprises (1) the securing by dredging of sufficient depth and width to permit of the passage of the largest vessels travelling by the St. Lawrence route, and (2) the providing of such buoys, land marks and lights as may be necessary for indicating its course by day or night ;

That both these works were originally in the hands of the Montreal Harbour Commission, and that while on 31st December, 1888, the Department of Public Works assumed control of the first (the maintenance of the channel) the second (buoying, lighting, etc.) was left for the Department of Marine which undertook it in 1889, and that since then these two works have been carried on separately by those Departments ;

That your Petitioners submit that these works being so closely allied, an intimate knowledge of the first and of all changes made in connection therewith being necessary for the proper fulfilment of the second, both should be controlled by the same Department;

That during the past season there have been an abnormal number of strandings and other accidents in the channel between Montreal and Quebec, and that in many cases the Pilots have attributed these to the fact that the buoys had moved from their position or had been improperly placed, and that when endeavouring to deal with these matters, it was found that the divided control of the channel and of the buoy service caused difficulty and delay in the proper investigation of those accidents and in rectifying the cause thereof;

That your Petitioners are therefore convinced that so long as the Department of Public Works is engaged in the work of widening and deepening the ship channel, the buoy service should also be controlled by that department, which would thus be responsible for the original placing of the buoys, the proper inspection thereof during the season, and the prompt marking of any changes in the channel;

Wherefore your Petitioners humbly pray Your Excellency in Council to place under the control of the Department of Public Works, so long as it is engaged on construction and maintenance of works therein, the buoying and marking of the ship channel between Montreal and Quebec.

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

Signed on behalf of the Council of
the Montreal Board of Trade. }

JOHN MCKERGOW, *President.*
GEO. HADRILI, *Secretary.*

MONTREAL, 1st November, 1897.

Mr. E. L. Bond's Report on the Channel.—At Council meeting of 10th November, Mr. E. L. Bond submitted an elaborate report on the channel, with the request that if its recommendations were concurred in they might be communicated to the Government. The Council being much impressed with the value of this report gave it publicity through the newspapers, and subsequently addressed the following memorial to the Governor-General in Council which embodies all Mr. Bond's recommendations:—

To His Excellency The Right Honourable The Earl of Aberdeen, Governor-General of the Dominion of Canada, in Council.

THE MEMORIAL OF THE COUNCIL OF THE MONTREAL BOARD OF TRADE,
HUMBLY SHEWETH,—

That your Memorialists represent all the interests concerned in the safety and good name of the St. Lawrence route, *i.e.*, the Importers, Exporters, Marine Insurance Companies, and Ship Owners and Agents;

That recent disasters in the ship channel between Montreal and Quebec have already

increased the rates of Marine Insurance on ships travelling by the St. Lawrence route, and that your Memorialists are aware that unless some definite action by your Government is forthwith announced, there will be a further advance, and that such advance would be a very serious blow to the commerce of the country, for the reason that it would divert a considerable proportion of our ocean carrying trade to United States Ports ;

That for these reasons your Memorialists have, with the assistance of experts, devoted time and attention to the question of safeguards to navigating the ship channel, and they now beg to submit the result of their work as follows :—

Depth of water in Channel.—That while the channel for the greater part of its length affords 27½ feet depth at low water, there are points below Three Rivers where the tide must be favourable to permit deep draught vessels to pass with safety, and your Memorialists urge that the channel at such points should be deepened so as to avoid the possibility of a vessel having to wait for the tide ;

Periodic Examination of Channel.—That your Memorialists beg to renew former representations in favour of “sweeping” the ship channel, and they now ask that such “sweeping” be done at least twice in the year, and that a copy of the reports thereof be communicated to this Board so soon as received by the Department ;

Special Boat for Channel and Buoy Service.—That it is recommended that a special boat be provided for the work of surveying the channel and the placing of buoys, and that said boat be constructed of wood as being less liable than iron to damage from ice ; such boat could also be used for regular inspection of buoys, which inspection is considered very necessary by your Memorialists ;

Buoy Service.—That your Memorialists recommend that the number of buoys should be increased, and that where the custom prevails of marking with buoys (black) only the south side of the channel in full, and the north side with buoys (red) only opposite each alternate black buoy, it should be abandoned, and that all channels should be marked with double buoys, red and black, exactly opposite each other, as, in addition to being a safeguard to a vessel when passing another, the shifting of a buoy could be more readily detected. That buoys should all be distinctly numbered either as a whole or in sections for reference in case of shifting, or evidence in cases of stranding or of collisions between vessels. The use of striped buoys to indicate bends should be more completely carried out ;

That there has been misapprehension on the part of the pilots as to position of the buoys with respect to the edge of the channel ; it is therefore submitted that the buoys should all be placed on a principle, and that principle clearly set forth for information of the pilots. The danger arising from the use of fluke anchors for buoys is apparent, and it is recommended that such buoys be replaced by some modern contrivance such as “Mushroom Anchors” with chain and swivels ;

Land Marks.—That while the land marks are as a rule good, the use of trees, houses, etc., should be discontinued as opportunity offers, and permanent towers of stone or wood substituted ;

Specified Improvements required to Channel.—In the following specified suggestions for additional safeguards to navigation in the ship channel, the location of the proposed buoys is the result of examination of the route by experts, and the exact position of said

buoys has been marked on charts which are available when required. The charts are in sheets numbered from ONE upwards:—

(Detailed suggestions were specified here.)

Pilots.—There are serious differences between the Montreal and Quebec pilots and the ship owners, both parties claiming to have grievances. Your Memorialists ask that you will cause said grievances to be investigated with the view of bringing about a better state of feeling between the two parties.

The whole humbly submitted.

Signed on behalf of the Council of
the Montreal Board of Trade. }

JOHN MCKERGOW, *President.*
GEO. HADRILL, *Secretary.*

MONTREAL, 18th November, 1897.

Government's action satisfactory.—The Council was, on 24th November, gratified to learn from the Marine Underwriters' Association that in response to its request, the Government had sent men to Nicolet to report twice a day respecting the formation of ice, and that this report had been found most useful to all concerned as such information was not otherwise obtainable. The Association further reported that the Government had also responded quickly to its request that the buoys should be allowed to remain until navigation was closed.

Channel Requirements.—The Council takes this opportunity of affirming the position taken by former Councils, viz.: that the deepening of the ship channel between Montreal and Quebec should be steadily proceeded with until a depth of thirty feet at low tide be attained, and that the channel should be buoyed and lighted so as to be available at all hours day or night, and to its full depth at any state of the tide.

INCORPORATION OF MONTREAL PILOTS OPPOSED.

So soon as the intention of the Montreal pilots to renew their application for incorporation was known, the Council addressed the minister objecting to such incorporation, and renewed its opposition when the Bill for incorporation of the pilots was before the Parliamentary Committee, Mr. E. L. Bond attending at Ottawa for that purpose. The Bill, however, passed the House of Commons, and the following petition was therefore addressed to the Senate, which fortunately was instrumental in securing the defeat of the Bill.

To the Honourable the Senate of the Dominion of Canada, in Parliament assembled :

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

That a bill providing for the incorporation of the pilots serving between Quebec and Montreal has, although strenuously opposed by your petitioners, with the Montreal Shipping Interests and the Montreal Marine Underwriters' Association, passed the Honourable the House of Commons and is now before your Honourable House ;

That while, in consequence of such opposition on the part of your petitioners and other organizations, certain amendments to the bill were procured, its provisions are still objected to by your petitioners for the reason that if enacted they would injuriously affect the trade of the St. Lawrence route ;

That there is nothing distinctive about the business of pilotage that justifies the incorporation of those engaged therein ;

That such incorporation is against the interests of the public service, and would tend to the deterioration of the pilots, for, under the provisions of the bill, incompetent men would receive the same remuneration as those fully qualified for their duties, and thus there would be no incentive to capable service ;

Wherefore your petitioners earnestly pray your Honourable House to reject said bill to incorporate the pilots serving between Quebec and Montreal.

And your petitioners, as in duty bound, will ever pray, etc., etc.

Signed on behalf of the Council of the }
Montreal Board of Trade, }

JOHN MCKERGOW, *President.*
GEO. HADRILL, *Secretary.*

MONTREAL, 11th June, 1897.

DESIRED LENGTHENING OF LEVIS GRAVING DOCK.

This subject was again brought before the Government by resolution adopted at the last annual meeting, and by a letter addressed to the Premier by your President with regard to this and other matters. (See page 6.)

SUGGESTED HARBOUR OF REFUGE AT LITTLE METIS.

In response to an enquiry addressed on January 8th, 1897, to the Department of Public Works, its Secretary replied that the Minister very much regretted that, there having been no appropriation voted for the purpose, it was quite impossible for him to decide at present anything relative to the continuation of the survey. The Council then wrote expressing its desire that the survey should be completed.

LIGHT AND FOG SIGNAL SERVICE IN THE GULF.

As the result of an interview in London, Eng., between the Hon. Sir L. H. Davies and Mr. E. L. Bond, a member of your Council, with respect

to lights and fog signals in the Straits of Belle-Isle and Gulf of St. Lawrence, the Minister wrote Mr Bond that he had determined to return to Canada by the St. Lawrence route so that he might be able to examine into the existing condition of matters respecting lights and fog horns, and to gather information from the captains and officers of the steamers; also that he appreciated fully the very great importance of doing everything that could possibly add to the safety and security of vessels trading in the Gulf and River St. Lawrence, and that the Government would not deal with the question in any parsimonious spirit, its determination being to leave nothing undone to place this service on the very best footing.

DESIRED ERECTION OF A FOG SIGNAL AT CAPE PINE, NEWFOUNDLAND.

The Council, at request of the Marine Underwriters' Association, heartily endorsed that Association's letter to the Government, urging that immediate steps be taken towards securing the erection of a fog signal at Cape Pine, Nfld. It is understood that the Dominion Government has moved in the matter, but that local influences have so far succeeded in preventing the work from being carried out.

REDUCTION OF GOVERNMENT GRANT FOR TIDAL SURVEY PROTESTED AGAINST.

The procuring of a grant from the Dominion Government for the prosecution of the important work of surveying the tides and currents in the lower River and the Gulf of St. Lawrence having been the result of united effort during several years on the part of the Council of this Board, a Committee of the British Association for the Advancement of Science, and the Royal Society of Canada, your Council was concerned to learn in May that the Government proposed reducing the annual grant from \$15,000 to \$2,500. An earnest protest was made to the Government by your Council and by Professor Alex. Johnson on behalf of the Royal Society of Canada against the proposed reduction of the grant, it being pointed out that to a lack of knowledge of the tides and currents in the Gulf and River are attributed most of the accidents to shipping which occur on this route, but the Government's reply was unfavourable, the Deputy Minister of Marine writing as follows :

" I am to inform you that the matter has been fully considered by the Minister of Marine and Fisheries, and it is not proposed to pursue the investigation in Tidal Survey during the present season, as the Department has no vessel at its disposal which could be made available for the purpose."

An effort is about to be made by your Council and the above-mentioned bodies to induce the Government to restore the full amount of the grant.

IMPERIAL GOVERNMENT'S REGULATION RESPECTING NORTH ATLANTIC
WINTER FREE BOARD.

At request of the Shipping Interest, the Council on 22nd September endorsed and forwarded to the High Commissioner for Canada in London, for transmission to the President of the Imperial Board of Trade, a letter from that organization urging the amendment of the regulation respecting the North Atlantic Winter free board, on the ground that it affects injuriously Canadian shipping interests in that it permits vessels clearing from ports south of Philadelphia to load to a greater draught and thereby procure greater earnings than when loading at Philadelphia and ports north thereof, and representing that no adequate reason exists for such adverse discrimination. The Department of Marine subsequently asking to be informed as to how far south the memorialists considered that the discriminating line should be drawn north of which vessels must load to the North Atlantic Winter load line, this question was referred to the Shipping Interest and the Marine Underwriters' Association. The former organization replied that various suggestions had been made to the British authorities on this question, but two of which were noteworthy: one, that only vessels from ports on the Gulf of Mexico should be so favoured, thus excluding vessels from ports north thereof, and the other that the load line should be drawn at Cape Hatteras,—and that while either of these suggestions would tend to remove the unfair disability now resting on Canadian shipping, the Shipping Interests of this port adhered to their opinion formerly expressed that there should be only one load line for the entire North Atlantic. The Marine Underwriters' Association said that any change that did not include the river and gulf of St. Lawrence and all Canadian ports to the south in the most advantageous class granted to any port on the Atlantic, must be regarded as an unjust discrimination against Canada,—also that the Association desired to place on record its opinion that there should be only one winter load line, viz., that now marked "W.N.A.", and further that efforts should be made to have the law governing load lines made international. These replies were recently communicated to the Marine Department at Ottawa.

DATES OF OPENING WELLAND AND ST. LAWRENCE CANALS.

The great importance of the canals being available for navigation at the earliest possible date led the Council to address the Government with regard to this matter at its first meeting after election to office. The Minister of Railways and Canals replied on 26th February that he would

be happy to give the matter of the opening of the Welland and St. Lawrence canals his very best attention, and have such instructions go forward as might ensure their being opened at the earliest possible date. The Welland Canal was open for traffic on 20th April, and the St. Lawrence canals on 1st May, the closing dates being respectively 14th December and 30th November.

DEEPENING OF THE WELLAND AND ST. LAWRENCE CANALS.

The Council is glad to be able to report that the Government is energetically prosecuting the work of deepening the St. Lawrence Canals to a uniform depth of fourteen feet, and it trusts that the earnest desire of this Board for the speedy enlargement of the Welland Canal and the acknowledged necessity for that work will ere long prove effectual in inducing the Government to proceed therewith.

CLAIM THAT MONTREAL SHOULD BE THE TERMINAL PORT FOR THE FAST ATLANTIC SERVICE.

Upon noting that negotiations for the fast Atlantic mail service had been resumed by the Dominion Government, your President communicated to Mr. E. G. Penny, M.P., for presentation to the Minister, the resolution adopted by last year's Council urging Montreal's claim to be the summer terminal port for that line. At the next meeting of your Council the following resolution was adopted and communicated to the Minister of Trade and Commerce and the City M. P's. :

"That the Council of the Montreal Board of Trade hereby presses the claims of the Port of Montreal to be the summer terminus of the proposed fast mail service between Canada and Great Britain, to which end the Council urges that in any contract made by the Government for such service it shall be provided that the steamers shall come to Montreal each trip during the season of navigation."

The acknowledgment received from the Minister of Trade and Commerce by Mr. Penny and by your Council stated that the matter would receive the most earnest consideration, and that the Minister would carefully bear in mind the several important points contained in the resolution and in Mr. Penny's letter.

MARITIME COURT NEEDED AT MONTREAL.

The lamented death of Judge Irvine affording opportunity for representations to the Dominion Government in connection with the need for a

Maritime Court at this port, the following resolution was adopted on 24th March and communicated to the Minister of Marine :—

“ That in view of the fact that Montreal is without an Admiralty or Maritime Court, such as are in force in Quebec and in Toronto and other places in Ontario ; and further, that owing to the death of Judge Irvine, a fresh appointment for the Quebec District is under consideration, the present would appear to be an opportune time to press for recognition of the claims of the port of Montreal for the establishment of a Maritime Court.”

The Minister, in acknowledging, said that the matter would receive consideration from the Government at an early day. Nothing, however, having been done with reference to the desired appointment, the matter has recently been again brought to the Government's attention, and it is believed that there is a fair prospect of a branch court being established at this port.

EXTENSION OF TERM OF RAILWAY SUMMER FREIGHT RATES.

The Council, soon after its election to office, decided to renew the efforts made by the 1896 Council to induce the Railway Companies to prolong the term of summer freight rates, and to this end invited the Railway Traffic Managers to attend a meeting of the Council and certain other members of the Board. That conference was held on 8th March, and the railway representatives attending were urged to meet the desire of the trade that the summer freight rates should remain in force until 30th November. The railway officials promised to give the representations made their best consideration, and they subsequently wrote to the effect that, being anxious to meet the wishes of the merchants and manufacturers, as expressed at the conference meeting, for the extension of the summer freight rates to the end of November, they had decided that they would defer the adoption of the higher rates this year until Monday, 15th November, which they trusted would be entirely satisfactory to all parties interested. The Council replied, stating that it fully appreciated this evidence of the desire of the railway companies to meet the requirements of the merchants and manufacturers in this city, but that it hoped that the railway companies would yet see that it is to their interest in connection with the trade and commerce of Montreal that summer rates should prevail until 30th November. As the result of the Council's efforts the winter rates this year did not come into effect until 16th November, and the trade greatly appreciated the prolongation for two weeks of the term during which normal freight rates prevail.

DESIRED REDUCTION OF RAILWAY EXCESS BAGGAGE RATES.

The following resolution was adopted by the Council on 29th September and communicated to the different railway companies :

“ That the Council of the Montreal Board of Trade hereby asks the several railway companies to give favourable consideration to the request of the Commercial Travellers' Association for the reduction of their existing schedules for excess baggage.”

GOVERNMENT EXPORTATION OF DAIRY PRODUCTS OBJECTED TO.

The Butter and Cheese Association of this Board having asked the Council to endorse its resolution protesting against the exporting by the Dominion Government of the dairy products of this country, a meeting with the Minister of Agriculture was arranged, which took place in the Council chamber on 5th February, and was attended by members of the Butter and Cheese Association and by your Council. The matter was fully discussed with the result that the members of the Butter and Cheese Association were satisfied with the Minister's explanations.

CONTEMPLATED IMPERIAL LEGISLATION RE MARKING OF IMPORTED CHEESE.

The schedule of a bill introduced into the Imperial Parliament providing for the making of regulations for the marking of imported foreign cheese, the Dominion Minister of Agriculture was asked to make such representations to the Imperial Government as will induce it to provide that in any such legislation the marking of Colonial cheese should specify the colony from which it came, so that inferior cheese from other places should not be sold as Canadian, and the superior quality of the Canadian product should thus be made known. The Minister of Agriculture in acknowledging these representations promised to write the High Commissioner with regard thereto, but the Bill not passing, the fulfilment of the Council's request became impossible and unnecessary.

DESIRED OPENING OF THE PORT OF BELFAST AS A CATTLE LANDING AND IMPORT POINT.

In consequence of representations made to the Council by live stock exporters here, the following resolution was adopted and communicated to the Governor General in Council on 23rd September :—

“ That the Council of the Montreal Board of Trade having been requested by the cattle export interests of Canada to take action favouring the opening of Belfast as a cattle landing and import point, and recognizing the necessity of having more landing ports

and markets in Europe for the increased export cattle trade of Canada, hereby prays His Excellency in Council to forward that important interest by urging upon the Imperial Government the great desirability of granting the opening of the said port of Belfast for the landing of Canadian cattle, the more especially that these cattle are free from infectious diseases, and that at present Belfast yearly imports from Glasgow and Liverpool dead meat equivalent to five thousand head of live stock."

The Secretary of State acknowledged the foregoing and subsequently wrote as follows :—

"I beg to notify you that the subject has received the attention of the Government, and His Excellency has been requested to forward copy of resolution of the Montreal Board of Trade to the Right Honourable the Secretary of State for the Colonies, the Government of Canada adding the expression of its hope that the request may be granted.

"If, as you intimate the Belfast Chamber of Commerce and other commercial organizations in Ireland take an active interest in the proposal, there might be some hope that the British Government would regard the proposal in a favourable light; but otherwise I fear from past experience that there would be but a slight prospect that the concession would be obtained."

PREFERENTIAL TRADE BETWEEN GREAT BRITAIN AND THE COLONIES.

The following resolution adopted by you at the last annual meeting was duly forwarded to the Premier and formally acknowledged :

"That in the opinion of the Montreal Board of Trade the bonds which unite the Empire would be greatly strengthened by the adoption of a system of preferential trade, and that it is ready to give its active support to any well considered scheme for bringing this about that would be fair both to Great Britain and the Colonies; and further,

"That the Board requests the Dominion Government to consider whether the time has not arrived to suggest to the Imperial Government the calling together of an Imperial conference to mature some practical plan for securing this material boon to the Empire."

Since then the Government has fulfilled the spirit if not the letter of this request by the reciprocal clauses of the new tariff, which provide that when the customs tariff of any country admits the products of Canada on terms which on the whole are as favourable to Canada as the terms of the said reciprocal tariff are to the countries to which it may apply, articles which are the growth, produce or manufacture of such country when imported direct therefrom may then be entered for duty or taken out of warehouse for consumption in Canada at the reduced rates of duty provided in the reciprocal tariff set forth in schedule D. Schedule D provides that from the 23rd April, 1897, to the 30th day of June, 1898, inclusive, the reduction shall in

every case be one-eighth of the duty, and that on and after 1st July, 1898, the reduction shall be one-fourth of the duty.

In granting reciprocal trade with other countries outside of Great Britain, it is hoped that the Canadian Government will secure the same form of concession and conditions as may be given under the provisions of the Canadian Tariff.

TRADE WITH CAPE COLONY.

As indicating the possibility of extending the export trade of this country, the following extract from a private letter received by a member of the Council was published in the newspapers at the date of its receipt and is now quoted here :—

“ I am daily impressed with the possibilities of a good trade being done with Canada in many lines of goods that are now coming from the United States in large quantities, but the Canadian Government should appoint a Commissioner or something of the kind and open up a sort of permanent exhibition or sample room. For instance, there are thousands of tons of American flour and corn coming here, and I do not see why Canadian millers could not compete equally as well for the trade. Then again there is furniture, boots and shoes, cheese, butter, hams, bacon, agricultural instruments and scores of other things. I hope you will talk up the matter when you have an opportunity with those that an export trade would benefit. A good winter apple should arrive here in good condition and will sell well; a miserable thing here sells four for a shilling. Some apples were sent from Tasmania a short time ago and arrived in good condition.”

POSSIBILITIES OF TRADE WITH EGYPT.

A letter was received from a firm in Alexandria calling attention to the opportunities of trade with Egypt, the letter specifying the following articles as being required in that country :—Iron bars, plates, sheets and pipes; general ironware; woollen goods; drugs and chemicals; resin; leather goods and belting; oils, grease and tallow; furniture; electrical instruments; zinc sheets; hardware and cutlery; iron bedsteads; carpets; boots and shoes; turpentine, paints, colours, and varnishes; paper and paper goods; lamps and soap.

PROPOSAL THAT THE DOMINION GOVERNMENT SHOULD SUBSIDIZE A LINE OF STEAMERS BETWEEN CANADA AND FRANCE.

The President of La Chambre de Commerce Française (an organization in connection with the French Government) having asked the Council's endorsement of a report which that Chamber was about to submit to the Premier in favour of granting a subsidy towards the establishment of a direct

line of steamers between Canada and France, the matter was very carefully considered, the result being that a reply was sent stating that the present time being deemed inopportune for recommending the subsidizing by the Dominion Government of steamship lines to foreign countries, the Council found itself unable to endorse the Chamber's recommendation to the Premier to subsidize a direct line of steamers between Canada and France.

TRADE RELATIONS WITH ITALY.

A paragraph in the Council's report for 1896 referred to the exclusion of Italy from participation in the advantageous clauses of the Franco-Canadian Treaty, and to the urgent representations made by the Council to the Dominion Government with a view to having Italy included therein. In fulfilment of a promise given at the last annual meeting your Council gave further attention to the matter of the very unsatisfactory trade relations with Italy, and forwarded to the Minister of Trade and Commerce a very complete memorandum upon the question compiled by Mr. Henry Miles, together with a letter referring to the Department's promise of 10th May, 1896, that the matter would receive attention, and stating that the Council would be glad to be informed as to whether any steps had been taken in connection therewith, and in any case would urge the importance of early action. To this communication only a formal acknowledgment was received, and since then nothing has transpired. The Council has thus exhausted every means to bring pointedly before the Dominion Government this opportunity of extending the commerce of Canada, together with information in detail as to the articles and commodities in which an interchange of business is practicable. The representations made have included reference to the disparity of treatment accorded to Italy; to all European nations, Italy alone excepted, have been extended, first, the benefit of the provisions of the limited Franco-Canadian Treaty, and later the enjoyment (until July 31st, 1898) of the preferential tariff of Canada. This special treatment of Italy alone seems unjust and also contrary to the avowed policy of the Canadian Government of extending and encouraging commercial relations with foreign nations. It is within the power of the Dominion Government to place Italy upon at least an equal footing with other European States, and on the other hand the Government of Italy, by a special representative accredited to Canada, has demonstrated in a practical manner its desire to negotiate details to the advantage of both countries. Italy was the first foreign power to seek admission to the provisions of the preferential

tariff of Canada, and was willing at the same time to grant special favours to Canadian products. It is to be hoped that the incoming Council will press this matter upon the further attention of the Government.

PROVINCE OF QUEBEC SHOULD BE INCLUDED IN DOMINION GOVERNMENT'S
IMMIGRATION ANNOUNCEMENTS.

The following resolution was adopted on 3rd March and communicated to the Minister of the Interior and the Minister of Agriculture :—

“ That, in view of the reported reorganization of the immigration work under the Department of the Interior in Ottawa, the Council of the Montreal Board of Trade would earnestly press upon the Honourable the Minister of the Interior the equity of fully and fairly recognizing the fact that there is a quantity of desirable farming land in the Province of Quebec available for mixed and dairy farming at a moderate cost, some of which would be found more suitable for a certain class of immigrants arriving in Canada than any other section ; and further, that the Minister be requested to take steps to set forth the advantages to be derived from settlement in this Province, so that parties contemplating coming to Canada may have the option of buying farms in the older districts, as well as in the newer ones.

“ That a copy of this resolution be also sent to the Honourable the Minister of Agriculture, with the request that he might use his influence in the desired direction.”

The request contained in the foregoing was also conveyed in a letter to the Provincial Commissioner of Agriculture. The Minister of the Interior in acknowledging this resolution said that his plans in regard to immigration had not been very fully developed as yet, but that he hoped that when the service was fully organized that no portion of the Dominion would be excluded, and that the Province of Quebec would receive fair consideration. The Assistant Commissioner of the Department of Colonization at Quebec replied that the Commissioner would see what could be done to induce a greater proportion of immigrants to settle in the Province of Quebec.

AN ALL CANADIAN ROUTE TO THE YUKON RECOMMENDED.

In compliance with numerous requests from wholesale dealers in this City, members of this Board, the Council on 14th October addressed the Minister of the Interior in favour of a Government exploration of an eastern route to the Yukon, *i.e.*, an all Canadian route, so that Canadian merchants and manufacturers could get a share of the Yukon trade, which is now largely absorbed by the coast cities of the United States.

POSTAL MATTERS.

Reduced Postal Rate.—The resolution adopted at the last annual meeting in favour of reducing the city postal rate on letters from two cents per ounce to one cent per ounce, was duly communicated to the Postmaster-General and consideration promised by him, but as yet the two cent rate prevails.

Treatment of wholly unstamped letters.—Representations were made to the Postmaster-General under date 11th February, urging that the present system of forwarding unstamped letters to the Dead Letter Office at Ottawa and then awaiting the amount of postage thereon from the addressee before the letter was forwarded, should be abrogated in favour of any reasonable mode that would enable the letters to reach their destination with the smallest possible delay. The letter said that precedent was found in other countries for the system of charging on delivery thereof, double postage rates for any letters unstamped, and that the Council was of opinion that such a course if adopted in Canada would be satisfactory. The Minister in replying promised to give his early and very careful consideration to these recommendations. The Council hopes that this may result in a change in the present most unsatisfactory system.

INSOLVENCY LEGISLATION.

The need for insolvency legislation was brought before the Premier immediately after your Council's accession to office in a letter from the President which is quoted on pages 7 and 8 of this report. That letter closed with the request that the Premier would endeavour to procure the passage of an insolvent law during the forthcoming session of Parliament. Shortly after the date of that letter your President and Second Vice-President obtained an interview with the Premier, and were given to understand that there was not much prospect of insolvency legislation being reached during that session of Parliament, and as there was good reason for such postponement of the matter, the Council deferred further representations with regard to it until towards the close of the year, when a copy of the Council's Memorial of 7th Jan. was addressed to the Premier with the following letter:—

MONTREAL, Oct. 29th, 1897.

*Right Honourable Sir Wilfrid Laurier, G.C.M.G., Premier of the Dominion of Canada,
Ottawa.*

SIR,—I have the honour, by direction of the Council of this Board, to communicate copy of the Memorial addressed you on 7th January, 1897, by last year's Council, urging upon your attention the need for insolvency legislation.

The Council feeling that the lack of an insolvency law is a stigma on the fair name of this country, most earnestly reiterates the prayer of its predecessors' Memorial, and begs that your Government will take energetic measures towards obtaining the passage at the next session of Parliament, of legislation providing for the equitable distribution of the assets of insolvent debtors.

I have the honour to be, Sir,

Your obedient servant,

GEO. HADRILL,
Secretary.

At the same time a copy of that memorial was sent to each Board of Trade in the Dominion, with a letter requesting that if in accord with the prayer of the memorial the Boards would at an early date address the Government to the same effect, and that they would enlist all the influence procurable towards obtaining without further delay the much desired insolvency legislation.

OTTAWA BOARD OF TRADE DESIRES A MEETING OF THE DOMINION BOARD OF
TRADE.

On 22nd November, the Ottawa Board of Trade, in reply to this Council's request for co-operation in its efforts towards procuring insolvency legislation, suggested that this Board should convene a meeting of the Dominion Board of Trade prior to or about the date of the opening of Parliament, to deliberate upon the need for insolvency legislation as well as upon other subjects of Dominion importance. A reply was sent to that letter stating that while agreeing with the Ottawa Board in believing that, in the event of serious opposition arising against the passage of insolvency legislation, a joint utterance in favour of such legislation from a meeting of the leading Boards of Trade would carry great weight, the Council considered that it would be better not to anticipate such opposition but rather to assume that the Government would introduce an Insolvency Bill, and that the Government's influence would prove sufficient to procure its adoption by Parliament. The Ottawa Board, however, keenly desiring such a meeting, authorized its President, Mr. Crawford Ross, its Vice-President, Mr. Geo. F. Henderson; and Mr. W. Scott, councillor, to come to Montreal to confer with the Executive of this Board with regard thereto. The interview took place on 31st December, Mr. E. Gurney, President Toronto Board of Trade, being also present thereat, the result being that a conference meeting of Canadian Boards of Trade: was decided upon instead of a Dominion Board meeting.

PROPOSED ESTABLISHMENT OF A CANADIAN MINT.

The Honourable T. R. McInnes wrote on 8th May asking to be informed whether this Board was in sympathy with a resolution which he intended introducing in the Senate. The resolution was as follows :

“ That in the opinion of this House, it is both desirable and expedient that the Government should, at the earliest possible date, establish a mint in Canada, for the purpose of coining all the gold, silver and copper currency necessary to meet the commercial requirements of the country.”

The Council after conferring with the Bankers' Section of this Board, wrote Mr. McInnes that in its opinion the establishment of a mint in this country is undesirable and inexpedient, and would also involve unnecessary expense.

SALARIES OF CIVIL SERVICE EMPLOYEES SHOULD BE ATTACHABLE FOR DEBT.

At request of the Montreal (Retail) Grocers' Association, the Council renewed to the Premier representations made by the 1894 Council to the effect that it saw no reason for the exemption now enjoyed by civil service employees, whose salaries it considered should be made subject to attachment the same as employees in general.

PROPOSED TAXATION BY NEW BRUNSWICK LEGISLATURE OF COMMERCIAL TRAVELLERS ENTERING THAT PROVINCE.

At request of the Dominion Commercial Travellers' Association your Council co-operated in the efforts made to prevent the taxation of commercial travellers entering the Province of New Brunswick, the following resolution being adopted on 10th March for communication to the St. John Board of Trade :—

“ Resolved, that the Council of the Montreal Board of Trade having learned that the Legislature of the Province of New Brunswick contemplates imposing a special tax on all commercial travellers entering that Province, hereby urges the St. John Board of Trade to use its utmost endeavours to secure the withdrawal of such an obnoxious measure.”

The St. John Board of Trade subsequently wrote that the joint opposition offered to the proposed taxation had been successful, the Bill having been withdrawn.

GOVERNMENT REGULATION RE STAMPING OF SCALES.

In consequence of representations from the leading wholesale druggists here, the following resolution was adopted and forwarded to the Minister of Inland Revenue :—

“ That, in consequence of urgent representations from the leading wholesale druggists of this city, the Council of the Montreal Board of Trade hereby urges on the Honourable the Minister of Inland Revenue that drug scales not manufactured in this country be exempted from the Department’s order providing that no imported scales will be admitted to verification unless the maker’s name, shop number and maximum capacity are legibly cast, engraved or stamped on them ; also that an order shall thereafter be promulgated providing that druggists’ scales not manufactured in this country will be admitted to verification only when the vendor’s name and a number for identification purposes is stamped or engraved thereon.”

The Minister replied that the matter deserved serious consideration, and that he would look into it at once, his letter being followed by one from the Commissioner explaining the Department’s reason for the regulation, and stating that there was no desire to make the weights and measure service a burden to the community, but quite the reverse. Subsequently, to the satisfaction of the wholesale druggists, the Department notified them that they could have their scales stamped in the usual way with their names and numbers as heretofore.

MUNICIPAL AFFAIRS.

Proposed Revision of City Charter.— Upon ascertaining that the corporation was preparing a revision of the City Charter, the following resolution was adopted and communicated to His Worship the Mayor :—

“ Resolved, that a communication be addressed to His Worship the Mayor intimating that, in view of the great importance of the subject, the Council ask that the draft of the amendments proposed to be made to the City Charter at the next session of the Legislature be communicated to the Council of this Board at the earliest possible moment in order that it may have the opportunity of giving them careful consideration,—And further, that the Council trusts that it will be allowed representation at any discussion before the City Council’s Committee which may take place prior to the adoption of the new charter by the City Council.”

The Mayor in acknowledging said that as soon as the new charter was ready, or any complete section thereof, it was the intention of the City

Council Committee to invite the Board of Trade and other representative bodies to appoint delegates to go over the whole work with the Committee.

Threatened premature removal of Dyke on Revetment Wall.—In consequence of a recommendation made by the Road Committee to the City Council that the alteration to be made to Commissioners Street be proceeded with, and that the dyke be removed without delay, your Council expressed the opinion that it would be unwise to remove the dyke until other flood protection works were in course of construction.

Additional civic borrowing opposed.—A section of the City Council, aided by a number of members of the Local Assembly, has endeavoured during the present session of the Legislature to saddle this city with a large increase of indebtedness, part of which was to pay for projected works which in the opinion of your Council were either absolutely unnecessary or not needed at present, such as the Bonsecours Market extension and the widening of Notre Dame Street east and St. Antoine Street. Your Council therefore held a special meeting on 18th December, at which the following resolution was unanimously adopted, copies thereof being thereafter printed in English and in French and sent to every member of the Legislative Council and Legislative Assembly with a letter from your President asking their support of the Council's recommendations :

Whereas, the indebtedness of this city is represented by a definite contract between the city and the debenture holders, one of the chief sections of which contract pledges that the bonded indebtedness shall not exceed fifteen per cent. on the assessed value of the taxable property of the city ; and

Whereas the Bill, "An Act concerning the Finances of the City of Montreal," provides for an issue of debentures by the city which will exceed the said limit of fifteen per cent., and so constitute a breach of the contract between the city and the holders of its debentures ; therefore

Resolved, That the Council of the Montreal Board of Trade earnestly protests against any issue of temporary debentures as proposed in said bill, and suggests instead that a schedule shewing the actual amount required for specific obligations shall be prepared, and that a special tax be imposed to cover the same, so that no increase of the city's liabilities shall be made during the year 1898.

On 30th December it became evident that further opposition was necessary, and a special meeting of Council was held when the following telegram was adopted and despatched to the Hon. F. G. Marchand, Premier, the City M. L. A.'s and the Mayor, who was then in Quebec :

"Council Montreal Board of Trade protests most strenuously against any increase in city's liabilities, and urges that to meet any legal debts already contracted over and above the lawful borrowing power a special tax be levied."

On 3rd January the Council again met with reference to this matter Mr. R. Bickerdike, M. L. A., being present and explaining the clauses of the bill as then before the House. The result of that conference was the adoption of the following resolution, which was communicated to Mr. Bickerdike :

" That Bill No. 147, being an act to amend the charter of the City of Montreal, as amended by the Private Bills Committee, be amended as follows :—

" 1. By striking out sub-section 1 of sec. 2 thereof.

(Authorizing a loan of \$250,000 towards the Bonsecours Market extension.)

" 2. By striking out section 3.

(Authorizing a loan of \$250,000 for the City's share of the cost of widening St. Antoine street.)

" 3. And by adding the following after section 8 : In order to provide for the repayment, within two years from 1st May, 1898, of the above mentioned loans, or any portion thereof, in capital and interest, the said City of Montreal shall levy a special assessment, not to exceed one-fourth of one per cent of the assessable value thereof, on all taxable real property within the limits of the said city, and the owners of such property shall be personally liable for such assessments. Such assessments shall be imposed and collected in the same manner and at the same time and with the same formalities as the general assessment of the said city.

Just as this report was being closed a deputation from your Council, proceeded to Quebec to offer further opposition to the objectionable provisions of the bill. The Committee of the Legislative Council threw out both the City bill and that for widening Notre Dame street east. The former bill was, however, re-introduced in the House and passed, but your Council's opposition was in the main successful, as while the Corporation is allowed to borrow on temporary loans certain amounts to meet absolute requirements without imposing a special tax to cover the same, the clauses providing for the extension of Bonsecours Market and the widening of St. Antoine street were thrown out, and the bill providing for the widening of Notre Dame east, was also defeated.

INSPECTION AND OTHER OFFICES.

Inspection of Flour and Meal.—Inspector, none. Board of Examiners, 1897, A. E. GAGNON, Chairman; W. A. HASTINGS, J. E. HUNSICKER, JAS. S. NORRIS, J. LIONEL SMITH.

Selection of Standard Samples of Flour.—The following Board for the selection of standard samples of flour was appointed by Order in Council of 20th October, the meeting to be called between the 10th and 31st of that month, viz., DAVID ROBERTSON, Chairman; A. E. GAGNON, H. W. RAPHAEL,

LIONEL J. SMITH, Montreal; WILLIAM BRODIE, Quebec; WILLIAM GALBRAITH, J. L. SPINK, Toronto; W. G. BAILEY, Hamilton; J. D. SAUNBY, London; ROBERT NOBLE, Dominion Millers' Association; ROBERT MUIR, Winnipeg.

The meeting was held in this Building on Friday, 29th October, when the standard samples were chosen and quarter barrels of same subsequently distributed through the Department of Inland Revenue here.

Inspection of Wheat and other Grain.—Inspector, HOSPICE LABELLE. Board of Examiners, 1897, A. G. McBEAN, Chairman; E. F. CRAIG, AUGUSTE GIRARD, ROBERT PEDDIE, ADAM G. THOMSON.

Selection of Standard Samples of Grain.—The Montreal representatives at the Toronto Meeting for the selection of standard samples of grain grown east of Port Arthur were Messrs. E. F. CRAIG, ALEX. MCFEE, and ADAM G. THOMSON. The Board for the selection of standards of grain grown west of Port Arthur being a permanent one, Messrs. T. A. CRANE and O. M. GOULD remain thereon as the Montreal representatives. Mr. CRANE was unable to attend; and, owing to some misunderstanding, Mr. CARRUTHERS received the notice of the meeting which should have been addressed to Mr. O. M. GOULD, consequently Montreal was not represented at the meeting. The Corn Exchange Committee of Management has expressed to the Government its dissatisfaction with the system of permanent appointments on this Board, representing that such appointments should be made on the recommendation of the trade organization of the places from which the delegates are selected.

Inspection of Grain at Coteau and places on the South Shore contiguous to Montreal.—The Montreal Inspector of Grain was early in the year, at the request of the Examiners, authorized to inspect at Coteau Junction grain passing through that point for export, and more recently to inspect at places on the south shore of the river contiguous to Montreal.

Inspection of Hay.—Inspector, HOSPICE LABELLE (resigned Dec. 1st, 1897). Board of Examiners, 1897, JOHN CROWE, C. B. ESDAILE, JOS. QUINTAL, JOS. ROBILLARD, JAS. SCOTT.

On first December Mr. Hospice Labelle wrote the Council stating that he had sent to the Dominion Government his resignation as Inspector of Hay for the District of Montreal.

Inspection of Leather and Raw Hides.—Inspector of Leather, J. H. MOONEY; Inspector of Raw Hides, ANSELME BISSONNETTE; Board of Examiners, 1897, JAS. LINTON, F. C. A. McINDOE, JAS. PRICE, THAXTER SHAW, J. ALEX. STEVENSON.

Inspection of Beef and Pork.—Inspector, none. Board of Examiners, 1897, JAMES ALLEN, PETER LAING, M. J. MCGRAIL, W. H. MASTERMAN, STEWART MUNN.

Inspection of Pot Ashes and Pearl Ashes.—Inspector, EDWARD J. MAJOR. Board of Examiners, 1897, CHAS. H. CUNNINGHAM, Chairman; JNO. E. KIRKPATRICK, HENRY DOBELL, JAS. C. SINTON (died May 10th, 1897), D. T. TEES.

Inspection of Pickled Fish and Fish Oil.—Inspector, none. Board of Examiners, 1897, JOHN BAIRD, ALBERT HEBERT, R. P. MCLEA, L. E. MORIN, STEWART MUNN.

Inspection of Butter.—Inspector, none. Board of Examiners, 1897, A. A. AYER, P. W. MCLAGAN, D. A. MCPHERSON, THOS. SHAW, J. A. VAILLANCOURT.

Office of Weigher, Measurer and Gauger.—(Established prior to date of Inspection Law.) Weigher, Measurer and Gauger, D. CAMERON. Board of Examiners, 1897, A. A. AYER, CHAS. CHAPUT, THOS. J. DRUMMOND, JOHN E. KIRKPATRICK, D. L. LOCKERBY.

THE GRAIN AND PRODUCE TRADE.

Wheat.—The year 1897 has been marked by a material advance in the price of wheat, which has greatly benefited the farmers of Canada. The province of Ontario has been specially fortunate, inasmuch as the crop of 1897 was fully ten million bushels in excess of that of 1896. The export demand for both Ontario and Manitoba wheat has been continuous, and a large portion of the Ontario surplus has already left the country. There is every prospect that the European demand will still continue active, and that our stocks will be very light when the harvest of 1898 is reaped.

Corn.—The exports of corn via Montreal have been very large throughout the season. The U. S. crop of 1897 proved some six hundred million bushels short of that of 1896, and there has been some improvement in prices as a result, but current values are still on a very moderate basis. The European demand continues very active, as at present prices corn is the cheapest feeding grain obtainable. The Ontario crop of 1897 was much smaller than that of the previous year, and the movement of Ontario corn has been very limited up to this date, and in consequence, Eastern Canada has been largely supplied from U. S. sources.

Peas.—There has been a steady demand throughout the season, but at a low range of prices. The last Ontario crop was some four million bushels smaller than that of 1896, which fact has helped to steady prices of late.

Oats.—The export demand for oats has been active through the greater part of the season, but the range of prices has been low, owing largely to the keen competition that has been experienced from U. S. shippers.

The Ontario crop was about four million bushels in excess of that of 1896

and the crop in this Province was also much in excess of the previous year. There is still a good demand for oats for export, but the supply in the country should be ample for all requirements.

Barley.—Owing to the crop of this cereal having been harvested during wet weather, it was very poor in both colour and quality, so much so, as to be unfit for maltsters' use; consequently, almost the whole was retained for feeding purposes or for seed.

Rye.—It is somewhat extraordinary that rye has not shared with wheat in the material advance that cereal has experienced, and this is the more noteworthy from the fact that the European crop this year is greatly deficient. There was a fair export demand through the season of navigation, and shipments are still being made via Atlantic ports. The crop of 1897 in Canada was somewhat in excess of that of the previous year.

Hay.—The crop in this province was so poor that it was scarcely saleable, but there was a supply of good hay from Ontario. The export trade has been very light owing to lack of freight at rates permitting the business. Prices for best grades have been well maintained, manufactured grades very low. Business with the United States has been blocked by the increase of the duty there.

Flour.—The fine qualities of the flour turned out by the Ontario and Manitoba mills have attracted extensive orders from British and other markets, and many Ontario mills have been running steadily for several months to supply same. Ontario flours have recaptured the Newfoundland market, large shipments having been made to that colony.

In the months of May, June and July the scarcity of old crop wheat resulted in lighter offerings of flour and the asking of higher prices, which local buyers were unwilling to pay, consequently receipts fell off and stocks here dwindled to the smallest on record. The scarcity of available wheat for millers' use or for export became more pronounced towards the close of the harvest year, prices advancing considerably, and notwithstanding the reluctance of dealers to purchase, flour became proportionately higher. Straight Rollers, which were selling here in July at \$3.75, advanced gradually to \$4.75 and \$5.00, but as supplies of new wheat increased, prices steadily subsided to \$4.50 and ultimately to \$4.35. Altogether the past year has been an auspicious one for millers and the flour trade generally, and there is a general opinion that 1898 will be equally profitable.

Tables showing the receipts and shipments of grain and produce at Montreal will be found on pages 90 to 93, the aggregates of Grain, Flour and Meal for the past five years being as follows :—

	1897.	1896.	1895.	1894.	1893.
Receipts...	Bush. 37,563,039	Bush. 31,110,321	Bush. 18,035,332	Bush. 16,756,143	Bush. 28,313,035
Shipments.	34,776,942	27,847,821	15,771,364	14,777,487	27,590,556

Butter.—While the shipments of butter from this port were much in excess of last year, the increase is made up largely from U. S. goods being shipped in bond as a result of the excellent cold storage facilities provided by the steamship lines sailing from this port. The demand from England for our butter was good and prices very satisfactory.

Our farmers would do well to pay greater attention to this article, for which they have so excellent a market and now a good reputation for making prime quality.

Cheese.—This has been a phenomenal year for make; the increase over any previous season cannot be less than 500,000 boxes, the value of which would be \$3,000,000,—a very snug sum to go into the pockets of our farmers.

The average price paid to the farmers was very good, and must have been most satisfactory and profitable. The heavy make began to be felt on the markets in September, and prices declined during the following two months 1½ to 2c. per pound.

The season winds up with large stocks at all the principal centres, but markets are steady with a good consumptive demand going on.

The following were the receipts and shipments of butter and cheese at Montreal during the past five years :

	1897.	1896.	1895.	1894.	1893.
BUTTER					
Receipts..	pkgs. 454,651	pkgs. 302,333	pkgs. 203,482	pkgs. 166,293	pkgs. 111,092
Shipments.	245,347	177,169	77,828	38,970	84,481
CHEESE.					
Receipts..	boxes. 2,546,592	boxes. 1,774,791	boxes. 1,796,916	boxes. 1,696,594	boxes. 1,499,499
Shipments.	2,287,422	2,015,253	1,729,651	1,705,758	1,651,737

N.B.—The above table does not include all shipments for the last season via St. Lawrence, as in addition there were shipped from Quebec 2,412 pkgs butter and 56,495 boxes cheese.

THE LIVE STOCK EXPORT TRADE.

The exports of cattle this year were the largest in the history of this port, with the exception of those of 1890, but unfortunately the business has resulted in loss to the shippers owing to the demand in England being seriously restricted by the engineers' strike, and that at a time when supplies were increased in expectation of enlarged requirements on account of the Jubilee celebration. As a result of representations made to the Government during 1896 by this Board, U. S. cattle were allowed to be shipped in quarantine via Montreal. The consequence was that some twelve thousand head were shipped through this port. The shipments of cattle this season were 119,188 head, an increase of 18,828 as compared with last year. The number of cattle-carrying vessels that sailed from this port during the season was 304, as against 274 in 1896, 249 in 1895, 254 in 1894, and 295 in 1893.

The exports of sheep show another large decrease for this season, the total shipments being 61,254, a decrease of 19,417 as compared with 1896.

Shipments of Live Stock from Montreal to particular Ports during Seasons of Navigation, 1897, 1896, 1895, 1894, with total figures for seventeen preceding years.

Port	1897.		1896.		1895.		1894.	
	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.
Liverpool.....	47,514	15,241	36,956	18,156	39,052	64,198	33,221	34,326
London.....	28,573	31,860	24,984	38,486	24,199	83,940	23,564	47,192
Glasgow.....	24,324	9,951	23,047	13,862	22,370	36,778	16,415	17,298
Bristol.....	9,866	922	8,034	4,033	7,325	30,608	9,716	39,029
Newcastle.....	4,840	1,187	2,453	2,125	1,836	1,875	1,093	1,918
Manchester.....	3,599	2,017	1,060	703	.....	.....	.....	.....
Cardiff.....	472	76	.....	.....	.....	.....	.....	.....
Antwerp.....	.....	.....	.....	.....	.....	.....	2,761	.....
Ports in France...	.....	.....	3,826	3,306	1,800	.....	834	.....
Total shipments.	119,188	61,254	100,360	80,671	96,582	217,399	87,604	139,763

Total shipments..	Year.	Cattle.	Sheep.	Year.	Cattle.	Sheep.
	"	1893.....	83,322	3,743	1884.....	57,288	62,950
"	1892.....	98,731	15,932	1883.....	49,090	84,790
"	1891.....	109,150	32,042	1882.....	28,358	63,667
"	1890.....	123,136	43,372	1881.....	27,536	55,538
"	1889.....	85,670	59,334	1880.....	41,736	74,502
"	1888.....	60,504	45,528	1879.....	21,626	62,550
"	1887.....	64,631	36,027	1878.....	15,963	31,841
"	1886.....	63,932	93,850	1877.....	6,940	9,509
"	1885.....	61,947	39,401	.....	.....	.....

The following Table shows approximately the Amount of Money turned over during the Business Season of 1897:—

119,188 cattle, valued at \$60 each.....	\$7,151,280
61,254 sheep, valued at \$5 each.....	306,270
Ocean freight, on cattle, at \$10 per head.....	1,191,880
Ocean freight, on sheep, at \$1 per head.....	61,254
Railway carriage, on cattle, at \$3.25 per head.....	387,361
16,694 tons of hay, at \$11.50 per ton.....	191,980
5,000 tons of feed, at \$16.00 per ton.....	80,000
Ship fittings on cattle, \$1.75 per head.....	208,579
Insurance, on cattle, at \$1 per head.....	119,188
Insurance, on sheep, at 25c. per head.....	15,313
Keep at yards, on cattle, at 50c. per head.....	59,594
Loading fees, on cattle, at 50c. per head.....	59,594
Attendants, for ocean voyage.....	75,000
Total expenditure.....	\$9,907,293

The shipments of horses for this year have decreased slightly, but shippers report that the year's business was very satisfactory. There were 10,051 head exported during 1897, a decrease of 36 head as compared with 1896. Over 56 % of the total number exported from this port went to London.

The following table shows the shipments of horses to particular ports during the year 1897, with comparative figures for 1896.

	1897.	1896.
Liverpool.....	2,145	2,648
London.....	5,638	5,004
Glasgow.....	1,556	2,177
Bristol.....	273	43
Newcastle.....	400	1
Belfast.....	39	155
Ports in France.....		60
Total.....	10,051	10,088

THE LUMBER TRADE.

The exports of lumber during the past season largely exceeded those of any previous year, and were in excess of 1896 by nearly ninety-four million feet. The following table gives the total exports for 1897 and the four preceding years.

	1897.	1896.	1895.	1894.	1893.
Lumber ft. B.M....	315,312,166	221,334,580	175,372,976	189,610,029	132,097,979.

LIST OF NEWSPAPERS AND PERIODICALS TO BE SUPPLIED TO THE READING-ROOM DURING 1896.

CANADIAN, DAILY.	U. S.—Cont. BI-WEEKLY.	BRITISH—Cont. WEEKLY—CONT.
Montreal *Gazette, *Herald. *La Patrie, *La Presse.	Detroit Free Press. St. Louis..... Globe Democrat.	London..... Field. World. Truth. St. James Budget. Athenaeum. Spectator. Saturday Review. Speaker. New Review. Public Opinion. Economist. Mark Lane Ex- press. Grocer and Oil Trade Review. Fair Play. Syren and Ship- ping. Canadian Gazette *Review (Insur- ance).
Toronto.....*Globe. *Mail and Empire.	San Francisco. Weekly Call. New Orleans.. Weekly Times Democrat.	Liverpool..... Weekly Mercury. Manchester... Weekly Courier. Edinburgh ... Weekly Scotsman Dubln..... Weekly Irish Times.
Quebec .....*Chronicle. Ottawa..... Citizen. Winnipeg..... Man. Free Press. Halifax..... Chronicle. St. John Sun.	Cleveland..... *Marine Review. Cincinnati.....*Price Current. Chicago .....*Farmers' Review. New York..... Iron Age. Oil, Paint and Drug Reporter. Engineering and Mining Journal *Electrical En- gineer. Financial and Commercial Chronicle. Harper's Weekly. Life. Truth. Scientific Amer- ican and Supple- ment. Forest & Stream. Critic. Littell's Living Age.	MONTHLY. London.....*Chamber of Com- merce Journal. *Commerce. *British Trade Journal. *Board of Trade Journal (Gov.) Fortnightly Review Nineteenth Cen- tury. Contemporary Review. Review of Reviews Cosmopolis. New Illustrated Magazine. Strand. Idler. Pall Mall Maga- zine. Leisure Hour. Art Journal. Magazine of Art. Edinburgh.... Blackwood's Magazine.
WEEKLY.	MONTHLY.	QUARTERLY.
Ottawa.....*Canada Gazette. Quebec .....*Official Gazette. Montreal..... Canadian Journal of Commerce. Canadian Trade Review. *Trade Bulletin. Shareholder. *Real Estate Record. Le Moniteur du Commerce. Insurance and Fi- nance Chronicle.	New York..... Harper's. Century. Scribner's. Cosmopolitan. Munsey's. McClure's. Ouing. Review of Reviews North American Review. *Popular Science Monthly. Art Amateur. Art Interchange. International Studio. Architect's Edition } Scientific American. }	London..... Portfolio. ANNUAL. London..... Lloyd's Register.
Toronto.....*Canadian Grocer. *Canadian Hard- ware and Metal Merchant.	MONTHLY.	CONTINENTAL.
MONTHLY.	NEWSPAPERS.	WEEKLY.
Montreal .....*Pharmaceutical Journal. *Canadian Journal of Fabrics.	London..... Times (tri-weekly edition).	Paris L'Illustration. Le Monde Illustré La Revue de Paris Le Fermier (tri- weekly).
Toronto.....*Monthly Weather Review. Canadian Magazine Ottawa Canadian Mining Review.	WEEKLY.	FORNIGHTLY.
NEWFOUNDLAND.	London..... Graphic. Illustrated Lon- don News. Black and White. Sketch (U. S. edi- tion). Punch. Judy. Fun. Army and Navy. Gazette. Builder.	Paris..... Revue des Deux Mondes.
DAILY.	BRITISH.	
St. John's Daily News.	London..... Times (tri-weekly edition).	
UNITED STATES.	WEEKLY.	
DAILY.	London..... Graphic. Illustrated Lon- don News. Black and White. Sketch (U. S. edi- tion). Punch. Judy. Fun. Army and Navy. Gazette. Builder.	
New York Herald. Tribune. *Evening Post. *Journal of Com- merce & Com- mercial Bulletin Courrier des Etats Unis.	BRITISH.	
Boston.....*Advertiser. Buffalo..... Courier. Chicago .....*Tribune. Duluth News-Tribune. Minneapolis... Tribune. Toledo..... Blade.	London..... Times (tri-weekly edition).	

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 1897, and have qualified therefor :—

Admitted January 6th.

J. O. Dupuis, of Dupuis Frères.

Admitted February 3rd.

J. W. Anderson, manager for J. Burstall & Co.

Admitted February 10th.

E. F. Hebden, Merchants Bank of Canada
Fred. M. Larmonth, with M. Davis.

Admitted February 17th.

H. J. Coon, of The Bartlett-Frazier Co.,
of Ontario, Ltd.

Admitted February 24th.

A. J. Ayer, of A. A. Ayer & Co.
Richard A. O'Brien, Marshall, Mich.
Stewart Campbell, with E. L. Bond.

Admitted March 3rd.

E. D. Marceau, of L. Chaput, Fils & Cie.

Admitted March 10th.

E. P. Heaton, Guardian Fire & Life
Assurance Co., Ltd.

W. A. Penfield, of Otto E. Lohrke & Co.
New York.

Admitted March 17th.

Canadian Forwarding & Export Co., re-
presented by Adolf Lomer.

Admitted April 14th.

Alfred Eaves, Jeweller.

Thos. F. G. Foisy, General Manager and
Treasurer the Thos. F. G. Foisy Mfg.
Co.

T. R. McCarthy, representing Messrs.
Peterson, Tate & Co.

Admitted June 2nd.

Wm. Mackay, Royal Insurance Co.

T. F. Shields, of Yost & Co.

Admitted July 5th.

Geo. F. Benson, of W. T. Benson & Co.
W. S. Leslie, of A. C. Leslie & Co.

Admitted Sept. 8th.

W. Stewart Johnston, of Wm. Johnston
& Co., Ltd.

Frank Willard Smith, with E. L. Bond.
Eugene Entrevan, Grain Shipper.

E. M. Nicholson, of the McArthur Bros.
Co., Ltd.

N. Christeusen, Dobell, Becket & Co.

Admitted September 15th.

Eastern Freight and Passenger Agent
(W. H. Olive) of the Intercolonial
Railway.

Admitted October 22nd.

Alexander Mossman, of The N. K. Fair-
banks Co.

Admitted December 15th.

A. E. Cooke, of Messrs. Elder, Dempster
& Co.

OBITUARY.

Mr. Henry Lyman, died 19th July, 1897.—Although with advancing years Mr. Lyman's activity in connection with this Board was necessarily greatly lessened, his death left a sense of loss, especially among the older members of the Board. This feeling was evidenced in the following resolution adopted by the Council and duly communicated to Mr. Lyman's family :—

“ That the Council of the Montreal Board of Trade, at this its first meeting after the death of Mr. Henry Lyman, places on record its sense of the loss thereby sustained by the Board, and its high appreciation of Mr. Lyman's unblemished character and of the useful life so happily prolonged to the advantage of the community ;

“ That for forty years Mr. Lyman was an active member of this Board, the minutes showing the deep and intelligent interest he took in the varied subjects that have been considered during that period. Becoming a member in 1853, Mr. Lyman was elected a member of the Council for the year 1855-6, Vice-President of the Board for 1863-4, Treasurer for 1864-5, Vice President for the years 1876 and 1877, and President for 1878 and 1879, and was at various times elected a member of the Board of Arbitration ;

“ That the Council tenders to Mrs. Lyman and other members of the family its sincere sympathy in this bereavement.”

RESIGNATION OF ASSISTANT SECRETARY AND APPOINTMENT OF A SUCCESSOR.

Mr. G. A. Irwin, Assistant Secretary of the Board, recently notified the Council that he would resign that office on 1st Feb. next, to accept a position with a firm in this city. The Council in accepting this resignation adopted the following resolution, which was accompanied by a substantial recognition of Mr. Irwin's long connection with the Board.

“ That the Council of the Montreal Board of Trade receives with much regret Mr. G. A. Irwin's resignation of the Assistant Secretaryship of the Board, which office he has held since 1891 ; and the Council hereby records its entire satisfaction with Mr. Irwin's services during the thirteen years he has been a member of the Board's office staff.

“ That Mr. Irwin carries with him the Council's sincerest wishes for his future welfare.”

At the same meeting, 5th Jan, 1898, the senior office clerk, Mr. J. Stanley Cook, was, on recommendation of the Executive Committee, advanced to the Assistant Secretaryship.

HER MAJESTY'S DIAMOND JUBILEE.

The following message of congratulation was cabled to Her Majesty on the occasion of the celebration of the completion of the sixtieth year of her glorious reign :—

MONTREAL, June 21, 1897.

To Her Majesty the Queen :

"The eleven hundred members of the Montreal Board of Trade, recalling with pride and gratitude the events of your Majesty's long and glorious reign, pray that your Majesty be pleased to graciously accept their heartiest congratulations upon this your Diamond Jubilee.

JOHN MCKERGOW, *President.*
GEO. HADRILL, *Secretary."*

This was acknowledged by the following letter from Her Majesty's Private Secretary to Lord Strathcona and Mount Royal, High Commissioner for Canada :—

Dear Lord Strathcona :—

"I am commanded to beg that you will convey to the Montreal Board of Trade the expression of the Queen's thanks for their kind message of congratulation on the day of Her Majesty's Diamond Jubilee.

Yours very truly,

ARTHUR BIGGE."

The illumination of the building having been decided upon, it was carried out by the Board's staff, and the light supplied by the Board's dynamos. The three front entrances were outlined with rows of lights, and above the main entrance was the device, "1837. VICTORIA 1897." The illumination was continued for three nights, and the opinion was general among those who witnessed it, that the immense size of the lettering and the extreme brilliancy of the lights rendered the illumination unique among the numerous other beautiful devices seen here during the Jubilee celebration.

BANQUET TO THE RIGHT HONOURABLE SIR WILFRID LAURIER, G. C. M. G.

At a special meeting of Council held on 5th July the following resolution was unanimously adopted : "That a Banquet be tendered by this Council to the Premier, the Right Honourable Sir Wilfrid Laurier, G. C. M. G., on his return from representing this country at the Diamond Jubilee festivities in England, and that the management of the Banquet shall be retained entirely in the hands of the Council."

That invitation was communicated by cable to Sir Wilfrid, who in accepting expressed himself as being much honoured by the same. Subsequently it was decided that the Banquet should take place in the dining hall of the Windsor Hotel on Thursday, 16th September, and invitations were issued to the following gentlemen, all but seven being accepted : Hon. Sir Richard Cartwright, G. C. M. G., Min. Trade & Commerce ; Hon. R. W.

Scott, Secretary of State ; Hon. Sir Oliver Mowat, G. C. M. G., Min. of Justice ; Hon. Sir L. H. Davies, G. C. M. G., Min. Marine & Fisheries ; Hon. F. W. Borden, Min. of Militia and Defence ; Hon. Wm. Mulock, Postmaster General ; Hon. S. A. Fisher, Min. of Agriculture ; Hon. J. Israel Tarte, Min. of Public Works ; Hon. R. R. Dobell ; Hon. W. S. Fielding, Min. of Finance ; Hon. A. G. Blair, Min. of Railways & Canals ; Hon. C. A. Geoffrion ; Hon. Clifford Sifton, Min. of the Interior ; Hon. Wm. Paterson, Min. of Customs ; Hon. Sir Henry Joly de Lotbiniere, Min. of Inland Revenue ; Hon. Charles Fitzpatrick, Solicitor General ; Lord Strathcona, High Commissioner for Canada ; The Mayor (R. Wilson Smith, Esq.) ; President La Chambre de Commerce (Jos. Contant, Esq.) ; Messrs. E. G. Penny, T. G. Roddick, M. J. F. Quinn, O. Desmarais and H. Dupré, M. P.'s for the City ; Messrs. R. Prefontaine, M.P. for Maisonneuve ; J. A. C. Madore, M.P. for Hochelaga ; and F. D. Monk, M. P. for Jacques Cartier ; R. S. White, Esq., Collector of Customs ; Sir Chas. Rivers Wilson, President, Chas. M. Hays, Esq., Manager Grand Trunk Railway System, Sir Wm. Van Horne, President, T. G. Shaughnessy, Esq., Manager and Vice President Canadian Pacific Railway ; Hon. Sir Alex. Lacoste, Chief Justice ; Hon. Sir Melbourne Tait, Acting Chief Justice ; Jas. McMullen, Esq., M. P. for Wellington, N. Riding.

In order to avoid the possibility of any political complexion being given to the banquet, the vice-chairs were filled by members of your Council. The toast list was brief, being as follows :—Her Majesty the Queen ; His Excellency the Governor General ; The Right Honourable Sir Wilfrid Laurier, G. C. M. G. ; and The Parliament of the Dominion of Canada. At the commencement of the toasts Lady Laurier and some lady friends entered the hall and remained until the conclusion of the proceedings. The Council gave much time and consideration to making the banquet worthy of the occasion, and the following brief extract from the *Star's* report of the event shows that its efforts were successful :—

“ The welcome home given Sir Wilfrid Laurier upon his return from the Diamond Jubilee festivities by Montreal as a city a few weeks ago will go down into history as one of the pageants of a year of display. But the welcome home given him last evening by the Board of Trade, at the Windsor Hotel, will probably outrank the popular demonstration from the point of view of the historian at all events. The first was a manifestation of the joy with which the people greeted the Premier upon his return, the second was a remarkable demonstration of the interest felt by the commercial community in the result of Sir Wilfrid's mission. The Windsor Hotel has seen some notable gatherings in its day, but never, probably, was there an assemblage within its walls so thoroughly representative of the business men of Canada's commercial metropolis as that which met in the big dining

hall last night. Politics were cast aside for the time being,—Liberals and Conservatives and Independents alike joined with fervor in tendering a fitting welcome to the First Statesman of the country. Every section of the community was represented, every line of trade and commerce had sent its delegates, and there were no two opinions—everybody agreed that the gathering was worthy the importance of the occasion.”

INVITATIONS.

Your President was honoured with an invitation to attend the Banquet given by the London, Eng., Chamber of Commerce to the Colonial Premiers attending the Jubilee festivities, but although in England at date (March) when that invitation was issued, he was unable to remain there until the event, which took place towards the end of June, or to return to England to attend it. As the invitation specified that no substitute would be acceptable, this Board was, to the great regret of the President and other members of the Council, unrepresented on the occasion.

Intimation has been received from Professor H. T. Bovey that the Honorary Secretary for the Bristol Meeting of the British Association for the Advancement of Science has written that the Bristol people are exceedingly anxious to welcome a large number of Canadian visitors on that occasion, and that nothing would be wanting on their part to make the time pass pleasantly and profitably to them.

EXCHANGE HALL GRANTED FOR PUBLIC MEETING.

The Exchange Hall was, at request of the Mayor, granted by the Council for the purpose of enabling their Excellencies Lord and Lady Aberdeen to confer with the people of this city regarding the commemoration of the Queen's Diamond Jubilee by the establishment of a Victorian Order of Nurses. The meeting took place on 21st April and was largely and influentially attended, His Excellency at its close moving a vote of thanks to this Board for its courtesy in the matter.

MR. W. C. EDWARDS, M. P., ADDRESSES THE COUNCIL RE NEED FOR FINANCIAL ASSISTANCE TO SUFFERERS BY FOREST FIRES.

On 3rd November Mr. W. C. Edwards, M. P. for Russell County, addressed the Council, setting forth the imperative need of financial assistance for the sufferers by the recent forest fires in the Casselman district, and said that from \$50,000 to \$75,000 would be required to render proper and adequate aid. The Council expressed the opinion that the best way to procure financial assistance for the sufferers was by a public meeting of citizens to be called by the Mayor.

ELECTION OF A MEMBER OF THE BOARD OF ARBITRATION.

Mr. John McKergow having at last Annual Meeting been elected a member of the Board of Arbitration as well as President of the Board, he resigned the former office, whereupon the Council unanimously elected Mr. David McFarlane, a highly esteemed member of last year's Council, to fill the vacant seat on the Board of Arbitration.

EFFORT TO INCREASE THE BOARD'S MEMBERSHIP.

In the hope that a number of new members might thereby be secured, a circular was on 13th March issued to about six hundred merchants of this City setting forth the advantages of membership in this Board, and suggesting that they become members thereof. The result of this effort was very disappointing, showing that any general accession of new members must come from individual effort on the part of the membership.

APRIL QUARTERLY MEETING.

At the Quarterly Meeting held April 6th resolutions were adopted, (1) Approving the action taken by the Council re the Fast Atlantic Mail Service, (2) Recommending the reduction of the term of this Board's Harbour Commissioner from four years to two years; and (3) Against the proposed reduction of the working staff on the St. Lawrence canals. The latter was presented to the Minister of Railways and Canals by a deputation, and No. 2 was communicated to the Minister of Marine and duly acknowledged.

THE BOARD'S FINANCES.

The Treasurer's Statement for 1897 is given on pages 62-64, and while it shows a deficit the outlook is considered more satisfactory by the Council inasmuch as the largely increased number of offices in the Building recently rented affords reason to estimate an improved showing for 1898. The revenue from the Building not yet sufficing to cover interest and maintenance expenditure, the surplus of the Board's membership receipts has been utilized this year, as in previous years, towards covering the deficit.

APPOINTMENT OF A PERMANENT AUDITOR FOR THE BOARD'S ACCOUNTS.

The practice hitherto followed of delaying the appointment of an auditor of the Board's accounts until the close of the year being found inex-

pedient, the Council in reappointing Mr. Geo. Creak, Chartered Accountant, auditor of the Treasurer's accounts, ordered that the appointment continue at pleasure of the Council.

REPORT 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, pp. 65-73; of the Wholesale Grocers' Association, p. 74; of the Wholesale Dry Goods Association, pp. 74-76; of the Marine Underwriters Association, pp. 76-77; of the Butter and Cheese Association, pp. 78-81; of the Metal and Hardware Association, pp. 81-82; and of the Bankers' Section, pp. 82-84.

CONCLUSION.

The Council is aware, in presenting this report of its work for the year, that it is, in some instances, a record of efforts made rather than of results accomplished, but such efforts energetically renewed achieve success in time, and in that belief the Council bespeaks for the following matters the continued and earnest attention of its successors in office:—

The improvement of our Harbour and the construction of a Dry Dock here,—The Widening and Deepening of the Ship Channel between Montreal and Quebec,—The Extension of the Telegraph System to the Straits of Belle-Isle, and The Procurement of Dominion Legislation for the Equitable Distribution of the Assets of Insolvent Debtors.

The whole respectfully submitted.

JOHN MCKERGOW,

President.

OFFICE OF THE MONTREAL BOARD OF TRADE,
Montreal, 18th January, 1898.

RECORD OF ATTENDANCE AT THE FORTY-THREE MEETINGS OF COUNCIL, HELD DURING
YEAR 1897-98 UP TO 12TH JANUARY, 1898, INCLUSIVE.

	REGULAR MEETINGS, 32.			SPECIAL MEETINGS, 11.			TOTAL MEETINGS, 43.		
	Present.	On leave of absence.	Absent.	Present.	On leave of absence.	Absent.	Present.	On leave of absence.	Absent.
W. B. Mathewson.....	32	.....	.....	11	.....	.....	43	.....	.....
Chas. F. Smith.....	31	1	.....	11	.....	.....	42	1	.....
David Watson.....	30	2	.....	11	.....	.....	41	2	.....
James W. Pyke..	31	.....	1	9	.....	2	40	.....	3
James Crathern.....	29	1	2	10	.....	1	39	1	3
Henry Miles...	28	3	1	10	.....	1	38	3	2
David G. Thomson.....	26	.....	6	11	.....	.....	37	.....	6
Chas. McLean.....	30	.....	2	6	.....	5	36	.....	7
F. W. Evans.....	28	1	3	7	.....	4	35	1	7
John McKergow.....	22	10	.....	11	.....	.....	33	10	.....
E. L. Bond.....	26	4	2	6	.....	5	32	4	7
Robert Mackay.....	24	3	5	8	.....	3	32	3	8
A. J. Brice.....	24	6	2	7	.....	4	31	6	6
A. W. Stevenson.....	23	1	8	5	.....	6	28	1	14
Harry Stikeman.....	19	6	7	7	.....	4	26	6	11
Chas. Chaput.....	20	12	.....	4	4	3	24	16	3

STANDING COMMITTEES, 1897.

EXECUTIVE.—John McKergow (President), *Chairman*; Jas. Crathern (1st Vice-President), Chas. F. Smith (2nd Vice-President), Henry Miles (Treasurer).

HARBOUR AND INLAND NAVIGATION.—Jas. Crathern, *Chairman*; Chas. F. Smith, A. J. Brice, Chas. McLean, D. G. Thomson.

RAILWAYS.—Henry Miles, *Chairman*; Jas. Crathern, Chas. Chaput, Jas. W. Pyke, David Watson.

MUNICIPAL AFFAIRS.—F. W. Evans, *Chairman*; E. L. Bond, W. B. Mathewson, Jas. W. Pyke, Harry Stikeman.

PROVINCIAL LEGISLATION.—E. L. Bond, *Chairman*; Henry Miles, F. W. Evans, Robert Mackay, A. W. Stevenson.

INSOLVENCY LEGISLATION.—Chas. F. Smith, *Chairman*; Chas. Chaput, W. B. Mathewson, A. W. Stevenson, David Watson.

Montreal Board of Trade Financial Statement, 31st December, 1897.

LIABILITIES.		ASSETS.
To First Mortgage Bonds.....	\$300,000 00	By Site and Building
Second Mortgage Bonds.		Rentals due, current.....
Authorized issue	\$250,000 00	Arrears 1st November, 1897, estim-
Less in Treasury unsold.....	3,400 00	ated good.....
Amount received on account of one	\$246,600 00	Supplies unused on hand as per inven-
Second Mortgage Bond sold but		tory.....
not delivered.....	40 00	Insurance unexpired.....
Interest accrued on Bonds to date.....	2,666 25	Cash in Banks.....
Port Warden Surplus Funds, Loan.....	37,000 00	
Bills Payable.....	19,500 00	
	<u>\$605,806 25</u>	
Surplus Account:		
Balance at credit on 31st Dec., 1896	\$13,749 38	
Less Revenue Deficiency for 1897.	1,469 61	
	<u>\$12,279 77</u>	
	<u>\$618,086 02</u>	
		<u>\$604,814 53</u>
		\$7,561 61
		<u>1,192 32</u>
		8,753 93
		1,193 25
		1,955 56
		1,368 75

N.B.—The notice of assessment of \$9,946.38 for the Board's share of the cost of widening St. Nicholas street, referred to in the Reports for the years 1895 and 1896, is still under contestation, and the Board's exact liability remains unknown.

Montreal Board of Trade—Statement of Revenue Account to 31st December, 1897.

<p>To Maintenance of Building Expenditure: Interest on Bonds and Loans..... Insurance..... Assessments..... Wages..... Fuel..... Supplies, Repairs, Electric Lighting and General Expenses..... Law charges..... Proportion of Office Salaries charge- able to maintenance account.....</p>	<p>\$28,099 40 1,466 67 5,698 75 9,279 34 1,997 99 3,638 71 120 15 1,200 00 \$51,501 01</p>
<p>To Membership Expenditure: Rent of Offices, Taxes, Fuel and Light Salaries, less proportion chargeable to Maintenance of Building Account.. Telegraph reports..... Printing, Advertising and Stationery.. Reading Room..... Auditor and Scrutineers..... Telephones..... Water..... Postage and Telegrams..... Chicago Grain Clearance Reports..... Photo group of Council..... Typewriting Machine, less exchange.. General Expenses.....</p>	<p>\$2,500 00 4,348 00 1,500 00 590 40 645 02 160 00 132 63 103 79 371 29 50 18 31 00 50 00 281 88 10,764 19</p>
<p>By Maintenance of Building Receipts: Rentals for the year,—gross..... Less provision for bad debts.....</p>	<p>\$47,214 43 423 89 \$46,790 54</p>
<p>By Membership Receipts: Ordinary membership { current \$9,660 { arrears. 480 Corn Exchange Association..... Wholesale Grocers..... Marine Underwriters'..... Butter and Cheese..... Metal and Hardware..... Shoe and Leather..... Bankers' Section..... Transfer Fees..... 26 @ \$5 00 Clerks' Tickets..... 5 @ 7 50 Branch Association Membership, ar- rears..... Special Change privileges..... Reading Room Subscriptions.....</p>	<p>10,140 00 1,365 00 120 00 240 00 70 00 300 00 170 00 80 00 120 00 130 00 37 50 40 00 30 00 10 00 \$12,852 50 132 55 1,000 00 14,005 05</p>
<p>Sale of Newspapers, Periodicals, etc.. Port Warden Office, for Secretarial Expenses..... Balance carried to debit of surplus account: net Revenue deficiency for the year.....</p>	<p>1,000 00 14,005 05 1,469 61 \$62,265 20</p>

Montreal Board of Trade—Abstract of Revenue Account, 1897.

Maintenance of Building Account :		
Income	\$46,790 54	
Expenditure	51,501 01	
Membership Account :		
Income	\$14,005 05	
Expenditure	10,764 19	
		Revenue deficiency..... \$4,710 47
		Revenue surplus..... 3,240 86
		Net Revenue deficiency..... <u>\$1,469 61</u>

HENRY MILES,
Treasurer.

Auditor's Certificate.

I certify that I have examined and audited the Books and Accounts of the Montreal Board of Trade for the year ending 31st December, 1897, comparing same with Vouchers for Disbursements, Membership receipt books, and Leases of Offices rented, and that the above Statements agree therewith and are correct.

An amount of over \$200 for new work in the Building has been charged to Running Expenses this year, along with the expenditure for repairs. The property therefore remains on the books at the same value as last year, and represents actual cost without any deduction or provision for depreciation.

The Cash Balance on hand and the amount of unsold Bonds have been duly verified, and the Stock of Supplies is certified to by the Superintendent.

Respectfully submitted,

GEORGE CREAK,
Chartered Accountant,
Auditor.

MONTREAL, 14th January, 1898.

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 submits herewith a report of the business transacted by it during the past twelve months :—

Election of Vice-President.—According to a provision of the revised by-laws, the Committee of Management has at its first meeting to elect one of its number to the office of Vice-President, and this was fulfilled by the election of Mr. E. F. Craig to that office.

Harbour Improvement.—At a special general meeting of the Association held 14th April with respect (1) to the question of Harbour Improvement, and (2) to the shortening of the term of the Corn Exchange Harbour Commissioner, the following resolutions were unanimously adopted :—

“Whereas the recent extensions at the western end of the harbour are sufficient for the present trade requirements of that locality ; and

“Whereas the extensions at the eastern end are largely in excess of the requirements there ; and

“Whereas the wharf accommodation in the central part of the harbour between St. Peter Street and Bonsecours Market is greatly overcrowded, and there is urgent need for increased wharfage space to meet the demand of the various ocean lines for berth room nearer the business centre of the port ; therefore

“Resolved, That this Association hereby urges the Dominion Government to arrange with the Montreal Harbour Commission for the immediate construction of at least one of the piers provided in the Plan known as No. 6, so that some portion of the greatly needed increased wharf accommodation may be available for the 1898 season of navigation.

“Whereas the requirements of the trade of Montreal urgently call for more wharf facilities, particularly in the centre of the harbour, be it

“Resolved, That the members of the Montreal Corn Exchange Association would respectfully urge on the Harbour Commissioners and the Government the immediate and energetic pushing forward of the harbour improvements as previously confirmed by this Association, and known as Plan No. 6, and they would express the hope that no interference in the sense of alteration of that plan will come from the Government that may delay the giving to the port the much needed improvements.

“Resolved, That it is the desire of the Montreal Corn Exchange Association that its representative on the Harbour Commission should be elected for a term of two years instead of four years as at present, and that the Dominion Government is hereby asked to amend the Harbour Commissioners' Act so as to provide for this change in the term of the Corn Exchange Harbour Commissioner.

The two resolutions respecting harbour improvement were forwarded to the Minister of Public Works, who acknowledged them in the following letter :—

OTTAWA, April 16th, 1897.

GEO. HADRILL, ESQ.,

Secretary Montreal Corn Exchange Association, Montreal.

MY DEAR SIR,—

I have just read the resolutions unanimously adopted at a special general meeting of the Corn Exchange Association, which you kindly forwarded to me, and beg to thank you for the valuable information they convey.

I need not tell you that there is no desire on my part or any other member of the Government to delay the improvements of the port of Montreal. Very far from it. But I may be permitted to state that matters have taken quite a new turn. The Government have decided to deepen our canals, which means, I have no doubt, an immense increase of the traffic for our city and harbour. We must be ready to grapple with the new situation which we see in view, and then it seems to me that no hasty decision should be arrived at.

I follow with great interest the discussion which is taking place in Montreal, in the press and in the different public bodies. I expect great benefits from it, as it will lead, I hope, to a thorough study of the whole question of the future of the harbour of Montreal.

In an interview which I had the pleasure to have with some members of the Board of Trade—among whom Mr. Crathern—a few days ago, we exchanged our views on the matter. I said then that I would go to Montreal as soon as I could find the time to do so, to meet the members of the Council of the Board of Trade and some other leading citizens to go over the situation with them. I expect to be able to make that appointment in a short time.

My position of Minister of Public Works is a responsible one. By the Act of Parliament adopted in 1896, the Parliament of Canada authorized the Government to advance \$2,000,000 to the Harbour Commissioners on the express condition that the works of improvements in the Harbour of Montreal would receive the sanction of the Minister of Public Works. I owe then to the Dominion as a whole an account for the expenditure of the amount which has been placed at my disposal. You will not fail to recognize that my predecessors were not in the same position at all. For instance, when Plan No. 6 was submitted to the Department of Public Works in 1890, it was simply a matter of form. In other words, the plans were approved because they did not interfere with the navigation. That was all.

By asking \$2,000,000 from the Dominion Government, the Harbour Commissioners have altogether altered the situation. I do not, however, anticipate any trouble. My ambition is to do everything in my power to develop the Harbour of Montreal, by helping to give the accommodation that the circumstances of the trade require.

I will write or wire you a few days before going to Montreal.

Believe me, My dear Mr. Hadrill,

Yours faithfully,

J. ISRAEL TARTE.

Your President was one of a deputation on 25th May which met the Premier and the Minister of Public Works respecting harbour matters, and reported that whatever success the deputation might have achieved in convincing the Government that Montreal was determined that the work of harbour improvement should be energetically prosecuted, it certainly failed to induce the Government to permit the carrying out of Plan No. 6. Individual interviews obtained by members of the deputation with prominent persons left the impression that the Government intended to spend a considerable sum on the harbour, a large proportion of which would be for works at the eastern end which were not required. Shortly after that date your President represented the Association at a conference meeting of the Council of the Board of Trade and Shipping Interest, held to consider a plan of harbour improvement obtained by Alderman Prefontaine, M.P., from the Department of Public Works, and informally communicated by him with the request that an expression of opinion be obtained thereon, and intimating that the works therein provided would be constructed by the Government at its own expense as a step towards making Montreal a free port. That conference meeting adopted a resolution approving the plan subject to such modification in the direction of increased accommodation as might be agreed upon between

the Government and representatives of importing, exporting and shipping interests, upon the understanding that the work provided in the plan would be constructed at the cost of the Dominion Government. That plan, modified as desired, was subsequently communicated by the Harbour Commission, when after consideration the following resolution was unanimously adopted :—

“ That the Committee of Management of Montreal Corn Exchange Association would approve the plan of harbour improvement now submitted provided it can be carried out without imposing any additional taxation on the trade of the port.”

Later on it became understood that the Government was not prepared to assume the cost of harbour improvement plans at this port, and this led to consideration of another plan (No. 19), respecting which the following resolution was adopted :—

“ That the representative of this Association on the Harbour Commission be informed that this Committee would approve the adoption of harbour improvement plan No. 19, but that the Committee would earnestly urge that provision be made thereon for the erection of a grain elevator of not less capacity than one million bushels, and so placed as to be able to receive on one side from the inland craft and to discharge into the ocean steamer on the other.”

In fulfilment of a request of the Harbour Commissioners, the Minister of Public Works met at the Commissioners' office on 11th Oct. representatives of your Committee, the Harbour Commission, City Council, Board of Trade, Shipping Interest, La Chambre de Commerce, when all those bodies excepting La Chambre de Commerce agreed in supporting Plan No. 19; the last-named body, however, together with the inland navigation representatives would not support that plan, and this gave the Minister the opportunity to say that even the merchants of Montreal were not in accord with regard to the nature of the proposed improvements. On 4th November your Committee met to consider plan sent to the Harbour Commission by the Hon. Mr. Tarte, which showed the two westerly piers of a four-pier plan, each 300 feet wide with 300 feet basins between them, but in the absence from town of the Association's Harbour Commissioner no formal expression of opinion was made with regard to the plan, though the individual expression of those present at the meeting showed that they were not in favour of this or any other plan where the piers were placed at such an angle as to render impossible their lengthening in the future to meet increased trade requirements. On 15th November your Committee, understanding that a modification of the Minister's three-pier plan was to be submitted to the Commissioners that afternoon and that the question would then be finally decided, conferred with Mr. Torrance, the Association's Harbour Commissioner, who informed them that the Shipping Interest had decided to accept the plan provided its construction would involve no increase of the harbour dues.

Your Committee, desiring above all things that a speedy commencement should be made of the work of harbour improvement, and the plan being very similar to that approved at the conference meeting between the Board of Trade Council, Shipping Interest, and your Committee on 7th June, upon the understanding that it would be constructed at the cost of the Dominion Government, Mr. Torrance was instructed to approve the said plan known as 12a, provided it afforded accommodation for seventeen or eighteen vessels, and that the wharves be constructed on the high level principle.

Annual Meeting resolution respecting the desirability of taking the Harbour out of Commission.—At last annual meeting the following resolution was adopted :—

“Resolved that the Committee of Management is hereby requested to consider and report to an early meeting of the Association, whether the trade and navigation interests of the country would not be better subserved by the Dominion Government taking the Harbour of Montreal out of commission and administering its affairs through one of the Governmental Departments under the direction of a responsible minister, it being understood that the existing tariff is not to be altered, otherwise than by reducing it, and that the Government keep in view the desirability of making Montreal a free port.”

The Committee adopted the following report on the above resolution, which it now presents to the Association :—

To the Members of the Montreal Corn Exchange Association.

GENTLEMEN,—The Committee of Management having, as requested by you in resolution adopted at special general meeting of 14th April, considered whether the trade and navigation interests of the country would not be better subserved by the Dominion Government taking the Harbour out of Commission and administering its affairs through one of the Governmental Departments under the direction of a responsible Minister, begs to report most emphatically against such a proposal.

In the hands of the Harbour Commission the Harbour of Montreal has been extended, the wharfage space increased, the channel deepened, and all these works carried out with a due regard for economy, so that instead of increased charges resulting, the dues have by the Commissioners' wise administration, been reduced from time to time to the advantage of trade by the St. Lawrence route.

While it is true that there is now cause for dissatisfaction at the lack of progress in the work of harbour improvement, such delay is not the fault of the Harbour Commission, which was in accord with the commercial and shipping interests of the port in desiring the energetic prosecution of Plan No. 6, but is attributable to the action of the Dominion Government, which for some years past has directly or indirectly interfered to prevent the carrying out of that plan.

In view of this unfriendly attitude of the Dominion Government, past and present, towards a plan devised by the City and Harbour Engineers and heartily approved by those most concerned, the Committee of Management finds it difficult to understand what possible advantage can be expected from giving the Government the entire control of the harbour. At present the trading and shipping interests of the port have an almost equal voice in the control of the harbour with that of the Government appointees, five of the eleven Commissioners being elected by the citizens generally or by commercial organizations, viz., the Mayor and the Commissioners for the Board of Trade, Corn Exchange Association, La Chambre de Commerce and the Shipping Interest, and these gentlemen are naturally keenly alive to the true interests of the port. And while the Government appointees are in the majority and thus can control a decision, it has been found that these gentlemen being residents of this city are as a rule not less alive to the interests of its trade than their elected colleagues. Under the proposed change this share of the control of the harbour on the part of this Association and other organizations in close touch with the business of the port would be entirely lost, and any representations they might need to make with respect to harbour works and harbour management would have to be made through the necessarily slow medium of a department at Ottawa.

There is also danger that were the harbour administered direct from Ottawa the interests of the port might be sacrificed to political exigencies; and further, it is to be feared that any expenditure of the public money upon the harbour of Montreal, even though entirely or partially repaid by dues collected upon its trade, would lead to large demands for similar expenditure from other ports where any repayment would be extremely unlikely.

In connection with the closing clauses of the resolution now under consideration, suggesting that the Government assume control of the harbour on condition that the existing tariff shall not be altered excepting to reduce it, the Committee would point out that Parliament can at any time, without the consent of the Harbour Commission or any other organization, take the harbour out of commission and place it in the hands of a government department, and that neither this Association nor any other corporation has power to make conditions with the Government respecting a change in the administration of the harbour. Any such change must be effected by legislation, probably by the abrogation of the present act and the passage of a new one, and the Government could no doubt shape such legislation so as to give itself power to increase or decrease the harbour charges as it might deem expedient; the experience of the past shows, however, that the Government is at all times very unwilling to remit dues even though they affect adversely the traffic of this port.

The Committee of Management trusts that the Association will agree in this view of the matter and strenuously protest against any change in the constitution of the Harbour Commission, unless indeed the Government could be induced to reduce the number of its appointees thereon, so that the elected Commissioners would be in the majority instead of, as now, in the minority.

The whole respectfully submitted.

EDGAR JUDGE,
President.

MONTREAL, 17th May, 1897.

Need for a Marine Leg to Can. Pacific Ry. Elevators in the Harbour.—The Harbour Commissioners were addressed in May regarding the need for some appliance for transferring grain from barges into the C. P. R. Elevators in the harbour, and asking that if, as was believed, the arrangement between the Harbour Commissioners and the C. P. R. respecting the erection of the C. P. R. Elevators provides that such facilities should be furnished, the Commissioners should take steps to procure its fulfilment in that particular. The Harbour Commissioners' reply quoted clauses of agreement between the Commissioners and the Railway Company which showed that the Company obliged itself to fit up and arrange said elevators with all necessary appliances for conveniently receiving grain from and discharging it into vessels of all classes lying at the wharves opposite their elevators. In view of that agreement the Commissioners were asked to take steps to secure the fulfilment of its provisions. The matter is not yet concluded, and should receive consideration from the incoming Committee.

REPORT OF REPRESENTATIVE ON THE BOARD OF HARBOUR COMMISSIONERS.

MONTREAL, 31st December, 1897.

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

GENTLEMEN,—It becomes my duty, and is the custom at the close of each year, to submit a statement of the work of the Harbour Commission, on which I have the honour to be your representative.

The work on the Harbour this year has not been so extensive as usual—principally because of the almost complete stoppage of new work, owing to the impossibility of reconciling the views of the Minister of Public Works with those of the Commission as to the

nature and extent of those works. Your representative, in accordance with your instructions, has with the majority of the other Commissioners opposed the plans looking to the diminishing of the wharf accommodation in the centre of the Harbour.

The Guard Pier was lengthened 200 feet, leaving only 300 feet open between the end of the Pier and the Bridge.

The dredging was confined to the deepening and enlarging of the Wind Mill Point Basin, the widening and deepening of the ship channel through the Harbour, and the deepening of some shallow places between the channel and the wharves at Hochelaga.

It must be remembered that for the last three or four years the water in the channel in the Harbour has been somewhat less than that given in the ship channel between the Harbour and Quebec, but in the latter part of last summer this was reversed.

The Island wharf was lengthened on the outer side by an addition of 132 feet, and a steamship berth of 442 feet was thus made and allotted to the Bristol Line, and one of the wharves at Longue Pointe was rebuilt and enlarged and the Railway facilities were increased by new sidings to the extent of $1\frac{1}{2}$ miles for the benefit of the coal, lumber, and cattle trades.

The number of seagoing steamers arrived in the Harbour the past season has been 752, with a tonnage of 1,368,395, being an increase over the previous year of 83, and a tonnage of 167,852, and of sailing vessels 44, with a tonnage of 10,607, an increase of 4, and a tonnage of 5,313. The total number of these has therefore been 796 with a tonnage of 1,379,002, an increase over the previous year of 87 vessels and a tonnage of 162,534.

The inland vessels numbered 6,384 with a tonnage of 1,134,346, being an increase of 1,552 and a tonnage of 130,229.

The revenue of the Harbour amounted to \$254,314.59 against \$258,131.76 the previous year, showing a decrease of \$3,817.17, but it must not be forgotten that for the months of May and June in the previous year the old tariff calling for 20 per cent. higher rates was in force. Had it not have been for this, there would have been an increase of about \$9,000 which came principally from the exports.

All of which is respectfully submitted.

JOHN TORRANCE,

Harbour Commissioner for the Corn Exchange Association.

Marine Insurance of Pinplats.—In fulfilment of a recommendation of last year's Committee your Committee conferred with representatives of the Marine Underwriters' Association with regard to the insurance of pinplats. The result was, however, unsatisfactory, the Board of Marine Inspectors which met at Buffalo on 12th March having passed a resolution recommending the managers of the Canadian Lloyds not to class pinplats as standard barges, thus practically excluding them from the grain carrying trade of the St. Lawrence. The Committee then presented by a deputation to the Minister of Finance and the Hon. Mr. Geoffrion, a petition signed by twenty-six ship agents and grain and flour dealers of this port, which, after detailing the facts in connection with the use of pinplats and the recent discrimination against them by certain insurance companies, urged that the Government permit foreign marine insurance companies, without making the deposit of \$100,000 required by law, to underwrite and issue certificates on pinplats and barges from Kingston

and Prescott, thereby including the lighters' risk from the said points on the export certificates in connection with the ocean steamers. The Minister promised to take the matter into consideration, and the deputation left expecting that something would be done to at least allow pinplats to do the business. The Minister of Finance was again addressed on 4th May, stating that the insurance companies entitled to do inland marine business had unanimously declined to insure pinplats, those barges being consequently thrown out of the grain-carrying trade to the loss of their owners and the inconvenience of dealers who had entered into contracts for the carriage of their grain therein, and asking that he would procure such amendment of the Insurance Act as would permit foreign marine insurance companies to insure as far up the St. Lawrence as Kingston without making the deposit now required by the Act, so that the ocean risk would virtually commence at that point.

The Government taking no action in the matter, arrangements were made by parties interested to place the insurance on pinplat grain cargoes in the United States, and during the past season nearly six million bushels of grain have been brought down by these barges without losses or claims for insurance.

Shortages on Grain.—An interview was obtained with the Freight Traffic Manager of the Grand Trunk Railway System with reference to shortages on grain, at which he made certain proposals which were not considered satisfactory by the Committee, and the question therefore still remains open.

Stop-off Charges.—Representations were made to the Grand Trunk and Canadian Pacific Railway Companies objecting to the increase of the stop-off charges, especially with regard to the charges at Outremont, which were increased from one dollar per car to one cent per hundred pounds, the latter rate being practically prohibitory. The C. P. R. replied that the two railways have gone into the matter very carefully and had come to the conclusion that the stopping of the cars in transit and re-shipping was certainly worth one cent per hundred pounds, which charge did not more than cover actual expense to the railways. A reply was sent stating that it being understood that every car the C. P. R. hauls past Montreal comes into Outremont, the Committee could not see how any cost was involved by the Company according stop-off charges, and, therefore, that the protest against the increased charges was renewed. The Company's reply said that it would much prefer to have the cars go through rather than stop at Outremont, even when shippers paid the one cent per hundred pounds.

Grades of Canadian Grain for export via rail by U. S. ports.—As the result of correspondence between the railway companies, this Association and similar organizations in Toronto and Winnipeg, the following grades of grain for export via rail by U. S. ports have been agreed upon, those marked with an asterisk being additional grades ceded by the courtesy of the Winnipeg Grain and Produce Exchange for this season only to Ontario and Quebec:—

GRAND TRUNK RAILWAY SYSTEM FOR EXPORT VIA PORTLAND.

No. 2 Red Winter Wheat.	No. 3 Extra White Winter Wheat.
No. 3 Red " "	No. 1 Spring Wheat.
No. 3 Extra Red Winter Wheat.	No. 2 " "
No. 2 White Winter Wheat.	No. 2 Goose Wheat.
No. 3 " " "	No. 2 White Oats.

No. 3 White Oats.
 No. 2 Mixed Oats.
 No. 2 Rye.
 No. 2 Peas.

No. 3 Peas.
 No. 2 Buckwheat.
 No. 3 Barley.

FOR EXPORT VIA NEW YORK, PHILADELPHIA, BALTIMORE AND BOSTON.

No. 2 White Winter Wheat.

*No. 3 " " "

No. 2 Red " "

*No. 3 " " "

No. 2 Spring Wheat.

Also eight grades of Manitoba Wheat.

No. 2 Oats.

No. 2 Rye.

No. 2 Peas.

No. 2 Buckwheat.

CANADIAN PACIFIC RAILWAY COMPANY.

No. 2 White Winter Wheat.

No. 2 Red " "

No. 2 Spring Wheat.

No. 2 Oats.

Also seven grades from Manitoba.

No. 2 Rye.

No. 2 Peas.

No. 2 Buckwheat.

*No. 3 Barley.

Need for a by-law specifying what quantity constitutes a "Carload."—The need for some understanding as to what is understood by the term "a carload," led the Committee to consider whether some provision could not be made in the by-laws defining the quantity to be understood by that term, but correspondence with the railway companies with regard to the matter has revealed difficulties, and the Committee cannot therefore, as it had intended, submit to the annual meeting a by-law with regard thereto.

Manitoba Grain should be exported via the St. Lawrence.—The report of the 1896 Committee of Management on this subject adopted at the last Annual Meeting, and forwarded to the Premier, was acknowledged by the Clerk of the Privy Council, who said that the Minister of Trade and Commerce was fully alive to the necessity existing for the adoption of measures for restoring this trade to its legitimate channel, and that the recommendations of the Corn Exchange Committee of Management were worthy of careful consideration which they were receiving from the Government.

Method of settlement of differences of opinion between Eastern and Western Grain Inspectors.—Representations were renewed to the Controller of Inland Revenue respecting the Association's desire that disputes between the Montreal grain inspector and northwestern inspectors should be settled here, and the Controller replied that they would be considered when framing amendments to the Inspection Act.

Permanent Boards for the selection of Standards objected to.—On October 12th your Committee addressed the Commissioner of Inland Revenue to the effect that the principle of permanent appointments on any Board for the selection of standards was not in the interests of the purpose for which such Boards are appointed, for the reason that a member thereof may be in close touch with the trade one year and have no connection with it a year later, and therefore that the Committee desired that members of the Boards for selection of standards should be appointed annually, and that where possible the appointment

should be made on the nomination of the trade organization of the place they represent. The Commissioner replied that the Committee's opinion would have every consideration from the Minister,—also that the Act would probably be amended next session, and that the feeling of the Department was that the administration of commercial legislation should be directed where practicable by machinery provided by and under the control of commercial bodies with due safeguards for the interests of producers.

Appointment of Boaras of Examiners for Flour and Grain.—Your Committee was as usual requested by the Council of the Board of Trade to nominate the members of the Board of Examiners for flour and grain, and the following nominations were made, the same being subsequently appointed :

Flour and Meal—A. E. Gagnon, W. A. Hastings, J. E. Hunsicker, Jas. S. Norris, J. Lionel Smith.

Wheat and other Grain—E. F. Craig, August Girard, A. G. McBean, Robert Peddie; Adam G. Thomson.

Obituary.—Mr. Jas. C. Sinton died 10th May, 1897. The death by accident of this old member of the Association evoked special expressions of regard from his confrères, and at an impromptu meeting of the Association held on the day of the funeral the following resolution was adopted :

“That the members of this Association learned on Monday last with alarm and keen regret of the very serious accident which had happened that morning to their old and respected colleague, Mr. James Christy Sinton, and that when later in the day it became known that death had ensued, all were greatly grieved that so useful a life should thus be lost to the community.

“That Mr. Sinton's long business career was closely associated with this Association, he having been one of its earlier members, and that throughout he has been held in the highest esteem by all for his integrity and kindly disposition, and that to many members his loss is irreparable.

“That the sincerest sympathy of the members of this Association is felt for Mrs. Sinton in this so sad and sudden bereavement, and also for the brother and sisters of the deceased; and that in token thereof this meeting do now adjourn in order that members may attend the funeral this afternoon.”

Membership.—The following gentlemen were admitted to membership during the year : H. J. Coon, Managing Director the Bartlett-Frazier Co. of Ontario, Ltd., Grain Dealers and Exporters; W. A. Penfield, of Otto E. Lohrke & Co., New York, Commission; Jas. Sutherland, of Verret, Stewart & Co., Salt Dealers; Wm. Cunningham, Shipping Master; P. M. Girard, of Girard & Labonté, Flour Dealers; Alfred Tarut, Commission; Eugene Entrevan, Grain Shipper; The Intercolonial Railway per W. H. Olive, Eastern Freight and Passenger Agent. The total membership on 31st December, 1897, was 138, being three more than on same date in 1896.

The whole respectfully submitted.

EDGAR JUDGE,
President.

MONTREAL, 14th January, 1898.

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 :—

It is with satisfaction that we note the reduction of the terms of credit on tobacco and dried fruits from three months to thirty days, which is decidedly a step in the right direction.

The trade in the article of sugar has been conducted on a most unsatisfactory basis during the past year, and western merchants have visited this city on two or three different occasions for the purpose of consulting the refiners and others with a view to arriving at a more satisfactory state of things, and it now looks as if their efforts would meet with success.

During the year the attention of the Association has been occupied by many matters of importance to the trade, and it has been instrumental in bringing about a better understanding among its members on many phases of the wholesale grocery business. It has also co-operated with the retail trade with a view to protecting their interest in so far as was possible.

Owing to the firm having retired from the general grocery business, Messrs. Geo. Childs & Co. resigned membership in this Association on 1st May last, and it was with regret that the resignation of a firm which had done so much to further the interests of the Association was accepted.

The President, Mr. Chas. Chaput, having intimated his intention of leaving for an extended visit to Europe, it was, at a meeting held 30th September, agreed that Mr. H. Laporte should be the Acting President until the next election of officers.

The whole respectfully submitted.

H. LAPORTE,

Acting 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. There were fewer meetings of the Association held during the past year than is usual, but the following matters of importance to the trade have received attention by the members.

First in the year, and perhaps of most importance, was the matter of the revision of the Tariff, and the stand taken by the Association before the Tariff Enquiry Commission during its visit to this City. After several meetings it was agreed that resolutions should be laid before the Commission representing broadly the views of the majority of the trade, leaving those representing individual and separate interests to subsequently give expression to their own particular views and wishes. This was done, and it is with satisfaction that we note that many of the recommendations then made were recognized by the Government and changes made to meet the wishes of the trade.

The Revised Tariff in so far as it affected the duties on cotton fabrics, fronting linens, interlinings and flannel shirtings, when imported for use by manufacturers, called for action on the part of this Association, it being felt that the change would tend to interfere with the general trade, be an inducement to fraud and a source of serious loss to the cotton and woolen manufacturers, and create great difficulty and expense incident to looking after the large number of small manufacturing establishments which would in all probability spring up throughout the country. Full consideration resulted in the Government being approached with the suggestion that in order to attain the desired object, viz., the protection of the shirt and collar industry, the duties on these articles should be made to read as follows :

Collars, 35% and 15 cents per doz. ad valorem.
 Cuffs, 35% " 15 " " " "
 Shirts and Blouses, 45%.

The Government did not see its way clear to agree to this proposal, but withdrew the clause objected to, which clause allowed a drawback on the duties.

The new regulations of the Customs Department requiring that, in order to secure the one-eighth reduction given as a preference to goods of British origin, a formal certificate of the place of origin of goods must accompany every invoice from Great Britain and the Continent, for which a charge of one shilling per invoice was made, the same having to be paid by the Canadian importer, was considered an unnecessary and useless charge, owing to the circumstance that at present all dry goods come under the reduction, and as a consequence the Department was addressed pointing out the circumstances of the case and requesting relief from the charge. The matter received attention, and subsequently notice was issued to the effect that the declaration of origin might be signed by the exporter in the presence of a subscribing witness, who might be a clerk or employee of the exporting house, thereby doing away with the formal certificate and its accompanying charge.

This satisfactory answer to the complaint of the Association removes a vexatious charge, and saves a large sum of money in the aggregate to the members of the trade. It goes to shew the necessity and advantage of wholesale merchants being united on matters of this kind, and of giving the Association their cordial support.

The loss experienced by wholesale houses owing to the fact that manufacturers make separate charge on their invoices for packing cases and cut samples was taken into consideration by the Association, with the result that at the last meeting it was decided to address the manufacturers, requesting that for the future they adopt the plan of including the cost of packing and samples in the invoice for the goods, thereby making one distinct charge for goods delivered in the various warehouses. The replies of the manufacturers are not yet forthcoming.

The practice of retailers bringing or sending their customers to the wholesale houses to purchase or examine goods being unsatisfactory, an agreement was entered into between the wholesale and retail firms in this city for the discontinuance of the practice, this Association subsequently adopting the following resolution with regard thereto in reply to a letter from the Retail Association :

" Resolved, that the Montreal Wholesale Dry Goods Association hereby requests the " Société des Marchands Détailliers de Nouveautés " to call the attention of its members

to the circumstance that it is contrary to the agreement recently entered into between wholesale and retail firms in this city, for them to bring or send their customers to purchase or examine goods at the wholesale warehouses."

The imperative necessity for a new Dominion Insolvency Law has again received the attention of the Association, as has also the abuse of the law in the Province of Quebec regarding marriage contracts and landlord's privileges, it being decided at a recent meeting to approach the Provincial Legislature with a view to securing an amendment of the law so as to ensure the wholesale merchants supplying retailers with goods the receipt of a fair and reasonable proportion of the assets in the event of a failure,—the Hon. J. D. Rolland, Legislative Councillor, being written to, asking him to use his influence towards securing the introduction into the Legislature at its present session of a bill to amend the laws governing marriage contracts and landlords' privileges in the direction desired.

The whole respectfully submitted.

E. B. GREENSHIELDS,
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 Seventh Annual Report.

Salvage Agents.—Efforts are being made to consolidate the interests of the different Local Boards of Underwriters so as to recognize one salvage agent in each important vicinity as the representative of the whole when dealing with any marine losses that may occur in his district. If brought to a successful issue this movement will be of great value to marine interests.

Tracings.—The necessity for a more reliable and rapid system of tracing shipments from the interior points through the port of Montreal has been under consideration. In view of the comparatively limited facilities for insuring goods via the St. Lawrence, it became of imperative necessity that bills of lading issued at interior points in the United States and Canada wherein the name of the line of steamers only is given, should be traced to the actual steamer before sailing if possible. Owing to the courtesy of the representatives of the different steamship lines facilities for such tracing have been greatly improved, and the general interests of the trade of the port benefited thereby.

Pilots.—The strike of the Montreal-Quebec pilots, which took place in June last, was the cause of great anxiety to underwriters. A report embracing statistics of accidents to vessels when in charge of pilots, covering a period of ten years, has been prepared. The conclusions derived therefrom confirm the impression that has been gaining ground for some time, that the whole pilotage system is in an unsatisfactory state. Representations have been made to the Dominion Government on this point and an investigation requested.

Accidents in St. Lawrence.—The numerous strandings in the River and Gulf of St. Lawrence by vessels in the hands of pilots, and the consequent heavy losses entailed upon underwriters, have been the subject of much anxious thought. The Association fully

endorse the action of its representative on the Council in bringing this subject forcibly to its attention. It now remains with the merchants of Canada to insist that the authorities in charge of this probably most important of all channels of Canadian prosperity should see that it be maintained in a proper state of efficiency.

Shifting of Cargo.—Merchants have had during the past season serious cause for complaint in connection with the manner in which goods from Great Britain and the Continent have been destroyed through shifting of cargo on the way to this port. It is true that, owing to the scarcity of freight coming this way, vessels arrive comparatively empty, and it is claimed that it is difficult to properly secure goods in a hold that is only partially filled. This, however, should be no excuse, as some slight additional cost in the way of dunnage and securing the cargo would afford effective protection. The question has been referred to the Port Wardens' Committee for advice.

Maritime Court for Montreal.—We regret to learn that no definite arrangement has yet been made for such a facility for this port.

Elevators.—Several accidents to grain laden vessels have directed attention to the lack of facilities both at Montreal and Quebec, but more particularly at the latter place, for the removal of grain from a vessel pending repairs. Elevators at Montreal and Quebec, with what is technically known as a marine leg, would appear to be of pressing necessity.

Dry Dock.—Little or no progress has been made towards the extension of the dry dock at Quebec, or the establishment of one in the vicinity of Montreal. These matters appear to have been overshadowed by the discussion on harbour improvements.

Extension of Telegraph System.—The progress that has been made towards completing the North Shore telegraph service to Belle Isle, will be noted with great satisfaction. The mode of communication between Belle Isle and the Shore is still an open question, but information on the subject is being collected from abroad. There is necessity for additional fog signals in the Lower St. Lawrence. A general principle should be adopted that every important or leading light from which mariners shape their course should be accompanied by a fog signal.

Ship Channel North of Anticosti.—It is claimed by one or two very high authorities on St. Lawrence navigation that with a few additional lights the channel to the North of Anticosti would be safer and better than that to the South, now in general use. Without offering any opinion on the subject, and in view of the numerous wrecks that have taken place when making for the east end of Anticosti, the matter appears worthy of full and careful enquiry.

During the past year Mr. Robert Bickerdike has joined the Association.

The whole respectfully submitted.

E. L. BOND,

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:—

At the last annual meeting of this Association the question of the bonus granted by the Provincial Government to creameries which exported a part of their make was considered, and the following resolution was adopted and communicated to the Minister of Agriculture for the Province.

“The Butter and Cheese Association of Montreal having had experience in the working of the bonus granted the past two years to those creameries which exported a portion of their product in conformity with the regulations set forth by the Provincial Department of Agriculture, has arrived at the conclusion that inasmuch as the bonus has been of no advantage generally to the creameries of the Province, we suggest that the balance of the sum now devoted by the Department of Agriculture to that object will be productive of greater benefit, not only to the producers themselves, but also to the export trade in general, were it devoted to greater facilities being afforded in the transportation of butter in cold storage conveyance from the factories to point of shipment, and thence across the ocean to Great Britain.”

After repeated efforts to secure it, berthing accommodation for Bristol Steamers at the upper end of the harbour was arranged for this year, and consequently butter and cheese destined for that port are no longer exposed to the weather in a long haul to the steamers. The attention of the Association having been called to the fact that butter and cheese, the products of the Government dairy stations, had been and was being shipped direct to the British market without being first offered to the Canadian trade, it was decided to ask the Government through your Council to grant to Canadian merchants and exporters the privilege of inspecting and bidding for all butter and cheese, the product of the Dominion Government dairy stations. The Hon. the Minister of Agriculture gave the matter his early attention, and came to this city to attend a conference meeting with the Council of your Board and the members of this Association which was held on February 5th. The question was then fully discussed and the trade had an opportunity of freely expressing their views. The Minister in replying said that the Government were acting as makers and were under certain responsibilities to its patrons, and consequently he could not give a pledge to cease to ship direct; but in conclusion he practically agreed that he would do his best to sell, in Canada, all goods that the Government makes.

It is to be regretted that this partial undertaking on the part of the Minister has not been in any sense carried out. The product of the Government creameries has never been offered to the trade as a whole either for purchase or inspection, and much if not all of it has been consigned directly or indirectly by the Government to British markets. This Association has always strongly and justly objected to this competition on the part of the Government in the business of its members, and should continue to protest against it until justice is done. This Association has never claimed that the Government must take any price, good or bad, that its members may offer, but simply that they should get an opportunity of bidding on these products and inspecting them, not merely for the sake of the small

profit involved, but also from the knowledge to be gained from the examination of goods made, as the Government claims, under improved scientific methods.

The important matter of cold storage in all its different aspects has again received the earnest attention of the Association, and it is with pleasure we note the action taken by the Dominion Government to put the matter to the test with a view to improving the Canadian dairy trade. The Minister of Agriculture made the statement while here in February last that he had been charged by the Government to make a complete chain of cold storage facilities from the point of production to the point of consumption, and that he was in a position to say that already he had made arrangements with the Railway Companies to supply new cars with the most modern appliances, and that four steamship companies had contracted to supply fifty thousand cubic feet of cold storage space per week. By this means the produce would be perfectly guarded from the Canadian maker to the English market, and would have no chance to deteriorate.

In March the attention of the Association was called to the circumstance that the Government in making arrangements for cold storage accommodation on steamers sailing from this port had not included Glasgow, to which port a large quantity of butter had been shipped during the past season, it being second only to Bristol, and the matter being considered of vital importance, a protest was lodged with the Government against Glasgow being left out. The Government recognized the justice of the claims, and Glasgow was included in the arrangements finally made.

Some members of the trade having been summoned to appear in court to answer to the charge of selling fresh meats, poultry, etc., in the city without a special license, which license cost \$100, and it being claimed that it was not the intention of the by-law to apply it to wholesale produce merchants, a special committee was appointed to interview the Market Committee and have the charge withdrawn. The Market Committee promised to give the matter its best attention, and it is with pleasure that we record that the prosecutions were not proceeded with.

The arrangement in existence last year for rates of freight on butter and cheese from points west when for export, not having proved satisfactory, and not having been carried out by the railway companies as understood and accepted by the trade, an effort was made at the beginning of this season to secure an arrangement more to the wishes of exporters. The reply from the Railways was as follows:—

“The export tariff rate as per G. T. Tariff G. D. 31, effective May 26th, 1897, shall be added to the ocean rate from Montreal, to make up the through rate to the British port.

“On dairy produce forwarded locally from Toronto and points west and afterwards exported, reduction will be made to the above export tariff rates to Montreal, viz., shipments of 5,000 lbs. and over will be carried at the C. L. rates, and on shipments under 5,000 lbs. the L. C. L. rate will apply, the Montreal terminal charges being in addition to above rates.”

This proposition being practically a repetition of last year's arrangement, the Railway Companies were written to, stating that the trade was not prepared to accept it, and asking for a return to something similar to that in operation previous to 1896, but no notice was taken of this request by the Railway Companies.

A meeting was held in October to consider the advisability of taking action towards preventing the manufacture of November cheese, but it was agreed to trust to the manufacturers seeing the wisdom of discontinuing this make without this Association taking any steps.

Complaints have been received both from London and Bristol of the non-fulfilment of contract by shippers on this side, but as in both cases the parties complained of were not members of this Association no action could be taken.

The past season has proved the banner year in the production of cheese in Canada. The estimated increase of production over the highest previous year is about 500,000 boxes. The increase in the shipments during the open season of navigation this season has been 376,250 boxes, and it is a matter for congratulation that of this increase 235,119 boxes have been shipped locally from Montreal. While this large increase is very satisfactory and gratifying to our pride as Canadians, there is also in it a note of warning that we may be very near the over-production point with its consequent reaction and depreciation of values, to figures that might spell ruin to farmers. It is therefore well that all interested in the dairy business, farmers as well as merchants, should give increased attention to the alternative product of milk, viz., butter. There is room for a large increase in our output of butter, provided the creameries turn out the finest quality that it is possible to make and suitable for the British markets, and provided they sell their products absolutely fresh from the churn whatever the market price, as is done by all countries competing with us for the British markets.

There are now two or three matters connected with c. i. f. selling of goods to which I would like to draw the attention of the Association. First, there is the selling with an arbitration clause in the contracts subject to the rules of local Associations in Great Britain. There has been this year a good deal of dissatisfaction expressed in the trade as to the operation of this system in some of the British markets. It certainly seems rather unfair to shippers three thousand miles away that they have to submit their interests to arbitration according to the rules of Associations of which they are not members, and as to the making of the rules of which they were not parties. Our goods are in nature perishable, and it does not seem fair that they should be judged from an importer's point of view solely, though sold on c. i. f. terms, after they have been subjected to the trials of a two weeks' voyage at sea. I think it would be well for the Association to seriously consider whether the members should not bind themselves not to sell under an arbitration clause according to the rules of local British Associations.

Another question which is becoming of more and more serious import is that of drawing drafts at sixty days after sight against sales. This system is a relic, and the only one, of the old days when American produce was shipped generally in sailing vessels, and long date drafts were necessary so that the importers should not be called upon to pay for the goods a long time before their arrival. In these days, when all perishable products are shipped by steamers about as fast as mail steamers, the original reason for drawing long date drafts no longer holds. The system enables the tradesman on the other side to speculate if he so desires beyond his means for a considerable time without the investure of any capital. It has become of more serious importance in these days, when the custom of buying on c. i. f. terms has become more extended, and when the transportation companies both by water and on land in Great Britain offer increased storage facilities at small charges.

It is therefore a question for the trade to consider whether the currency of drafts should not be shortened, in the interest not only of trade in general but of the banking interest as well.

Another matter of danger to the trade is the increased custom of short selling. This has been a leading feature of the business during the past year, and is an injurious and pernicious one, and if possible something should be done to curtail it as it is fast developing a system of gambling in the cheese industry which used to be conducted on entirely legitimate lines.

It would be very desirable if some official system were adopted of ascertaining the stocks of those products in which the members of this Association are interested, such as cheese, butter, eggs, etc. I would recommend that some steps be taken to this end.

The Association has during the past year added to its membership by the admission thereto of Mr. L. N. St. Arnaud, Mr. T. F. Shields and Mr. Fied. Fowler, and as there have been no resignations these admissions are a clear gain in our membership.

The whole respectfully submitted.

ALFRED J. BRICE,

President Montreal Butter and Cheese Association.

REPORT OF THE MONTREAL METAL AND HARDWARE ASSOCIATION.

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

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

It has been found unnecessary to call frequent meetings of this Association during the past year, but the subjects to be reported upon are of importance to the members of the metal and hardware trade.

The recommendations which were decided upon towards the end of last year for presentation to the Tariff Enquiry Commission at its sitting in Montreal were duly submitted by a deputation from this Association, and it is with satisfaction that we have to note that the Government adopted in the main the suggestions then made.

It was decided at the last annual meeting of this Association to nominate Mr. Jas. W. Pyke to represent it on your Council, and the large number of votes which he secured was a source of general satisfaction to the members of this Association.

An effort was made at the beginning of this year to secure the attendance on 'Change on one day in each week of the members of this Association, but it is to be regretted that such effort did not meet with any marked degree of success. It is to be hoped, however, that as time goes on the members of the metal and hardware trade will find it to their interest to attend on 'Change for the purpose of meeting and conferring together.

It having been brought to the attention of the Association that there was a pressing need for the appointment by the Government of an expert valuator for hardware, a meeting was held on July 2nd for the purpose of considering the matter. It was then pointed out that it was becoming more and more common for certain foreign manufacturers of iron commodities to invoice goods intended for export to this market at a less price than what the goods were sold at to their home trade, which practice worked to the disadvantage

vantage of Canadian manufacturers, and was most prejudicial to the importers at large trade centres, as without doubt the appraisers at these points would be better informed with respect to value than would those at the smaller ports of entry. A full discussion of the matter resulted in the adoption of the following resolution, which was communicated to the Honourable the Controller of Customs, who has acknowledged receipt thereof and promised careful consideration :—

“Resolved, That the Montreal Metal and Hardware Association is of the opinion, that to ensure a uniform system of valuation at the various ports of entry of the Dominion, and in order that no port or ports should be discriminated against, it is desirable that a hardware expert should be appointed by the Government with that end in view, and the Association hereby respectfully suggests that such an appointment be made at an early date.”

The Association is pleased to notice that an effort has been made to limit the terms of credit on hardware to four months or three per cent. off for cash in thirty days, and in support of this movement the following resolution was unanimously adopted :—

Resolved, that the Montreal Metal and Hardware Association, understanding that an agreement is being signed limiting the terms of credit on hardware to four months or three per cent. off for cash, hereby heartily endorses such action, and trusts that the limit of credit as stated will become general.

Representations having been made to the Association complaining of what are considered excessive passenger rates charged to commercial travellers by the Railways and other transportation companies, also to the high rates charged on travellers' samples, the representative of the hardware trade on your Council has been requested to bring these matters before you, with a view to pressing for a reduction of the same.

It is with deep regret that we have to record the taking away by death of one of the most active members of this Association, Mr. Fred. Fairman, and the following resolution evidences the esteem in which he was held by his fellow members :—

Resolved, That the members of the Montreal Metal and Hardware Association have learned with keen regret of the death of their late confrère, Mr. Fred. Fairman, and hereby place on record their testimony and appreciation of his business ability, his uniform courtesy, and his many other estimable qualities.

The whole respectfully submitted.

GEO. E. DRUMMOND,

President Montreal Metal and Hardware Association.

REPORT OF THE BANKERS' SECTION.

MONTREAL, January 13th, 1898.

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

GENTLEMEN,—

I. Since the last annual meeting, Mr. G. H. Meldrum, of the Canadian Bank of Commerce, has been admitted to membership, replacing Mr. J. L. Harcourt, whose promotion to the Branch of the Canadian Bank of Commerce at Windsor, Ont., caused his withdrawal from the Section.

2. While the Section has not had occasion to oppose much of the legislation introduced at recent sessions of the Provincial Parliament, it has had cause (in common with the Council of the Board of Trade) to take strong ground against the interference permitted by the Private Bills Committee in the amendments to the City's Bill recently introduced. The Section affirms the principle that any expenditure on capital account be provided for by special taxation, and that such taxation be consented to by a special vote of the tax-payers.

3. The Section has observed with satisfaction the reduction in the rate of interest on Government and Post Office Savings Bank Deposits from $3\frac{1}{2}$ to 3 per cent., which has taken place since 1st July last. While this reduction has materially reduced the liability for interest, it has not deterred depositors from increasing their deposits. The aggregate at their credit in both departments on June 30th last was \$48,934,975.72, and on November 30th \$49,263,594.75,—an increase of \$328,619.03. On the total deposits a saving to the Country's Revenue at the rate of \$246,317 per annum has been effected.

In consequence of the action of the Government, the Banks have reduced their rate to depositors in the city and suburbs to 3 per cent as a maximum.

4. The Section having learnt that curators to insolvent estates are petitioning the Legislature for an amendment to the Code of Civil Procedure, under which they will be enabled to sell immovable assets now sold by the Sheriff, and the Section being of the opinion that such power should not be granted, have opposed the petition in question.

The Section has also taken steps to oppose the Bill which has been introduced at Quebec to tax mortgages.

5. At the adjourned annual meeting held to-day, the scrutineers reported the following elections for the ensuing year:

Chairman of Section.—Mr. M. J. A. PRENDERGAST, General Manager Banque d'Hochelaga.

General Committee.—MESSRS. J. S. MEREDITH, H. V. MEREDITH, J. PENFOLD, THOS. McDUGALL, G. H. BALFOUR, A. M. CROMBIE, EDSON L. PEASE, JAMES ELLIOTT, F. KENNEDY, TANCREDE BIENVENU and THOS. F. HOW.

Secretary-Treasurer.—Mr. W. W. L. CHIPMAN, Manager of the Clearing House.

6. The Section made unanimous choice of Mr. Thos. McDougall as their nominee for election on the Council of the Montreal Board of Trade to represent the interests of the Section, and expressed their thanks to Mr. H. Stikeman for his good services as their representative during the past year.

7. A report of the operations of the Montreal Clearing House for the year 1897 is submitted herewith, showing an increase in the volume of clearings of seventy-three millions over 1896.

Your obedient servant,

THOMAS MCDUGALL,
Retiring Chairman.

MONTREAL CLEARING HOUSE.

REPORT FOR 1897.

The following is the comparison of the total monthly clearings for the last three years:—

	1897	1896	1895
January.....	\$43,577,000	\$46,663,000	\$48,376,000
February.....	38,480,000	38,123,000	37,793,000
March.....	40,654,000	36,643,000	42,464,000
April.....	45,092,000	37,589,000	41,905,000
May.....	46,600,000	44,324,000	51,969,000
June.....	54,016,000	43,129,000	52,353,000
July.....	52,831,000	44,796,000	51,902,000
August.....	49,240,000	41,574,000	49,314,000
September.....	55,080,000	44,763,000	45,251,000
October.....	59,340,000	48,999,000	53,298,000
November.....	59,166,000	50,215,000	54,397,000
December.....	56,509,000	51,033,000	54,138,000
	<u>\$601,185,000</u>	<u>\$527,851,000</u>	<u>\$583,160,000</u>

The following are the largest and smallest transactions by weeks and days during the same period:—

Largest Week,	1895, 11th July..	\$15,264,000	Smallest Week,	1895, 28th Mar..	\$8,528,000
	1896, 3rd Dec...	13,832,000		1896, 2nd July..	6,897,000
	1897, 11th Nov..	15,099,000		1897, 4th Mar..	8,157,201
Largest Day,	1895, 24th Dec...	\$4,064,000	Smallest Day,	1895, 28th Jan..	\$917,000
	1896, 5th Nov..	3,289,000		1896, 30th Mar..	933,000
	1897, 4th Nov..	3,831,000		1897, 22nd Mar..	977,000

The average daily clearings for 1897 were \$1,920,000.

As reported by *Bradstreet's*, the aggregate clearings for 1897 show an increase of:—

In the United States.....	11.7 per cent. over 1896.
In Canada.....	11.1 " " "
In Montreal.....	11.2 " " "

The ten largest clearings are as follows:—

New York.....	\$33,417,714,000	Pittsburgh.....	\$819,926,000
Boston.....	5,099,878,000	Baltimore.....	796,639,000
Chicago.....	4,568,150,000	San Francisco.....	748,523,000
Philadelphia.....	3,225,237,000	Cincinnati.....	625,987,000
St. Louis.....	1,363,132,000	Montreal....	601,185,000

Montreal continues to hold the same place as during the last five years—tenth.

W. W. L. CHIPMAN,
Manager.

MONTREAL, 6th Jan., 1898.

PORT OF MONTREAL.

STATEMENT showing the VALUE of Merchandise ENTERED FOR CONSUMPTION
at this Port during the years ending 31st December, 1897 and 1896.

ARTICLES.	VALUE.	VALUE.
	1897.	1896.
	\$	\$
Ale, Beer, Porter.....	22,353	17,753
Animals.....	2,866	4,495
Books.....	219,032	233,615
Brass.....	94,023	119,977
Breadstuffs, Grain.....	2,411	28,368
Flour.....	4,122	7,924
Meal.....	2,709	1,849
Rice.....	105,659	100,154
Other Breadstuffs.....	49,987	54,603
Bicycles, etc.....	168,789	99,187
Cars.....	87	6,530
Cement (for 5 months only).....	108,725	.....
Coal, Bituminous.....	87,003	94,988
Copper, Manufactures of.....	23,385	28,616
Cotton, Bleached.....	99,483	.....
Bleached or unbleached, not dyed, colored, etc.....	.....	106,860
Dyed.....	947,590	.....
Bleached, dyed, colored.....	.....	946,164
Clothing.....	109,235	133,140
Thread not on spool.....	192,983	207,863
Thread on spool.....	261,017	212,337
Other Manufactures of Cotton.....	162,165	179,640
Drugs and Medicines.....	558,223	485,671
Earthenware.....	176,436	15,377
FANCY GOODS AND EMBROIDERIES,		
Bracelets, Braids.....	272,443	255,862
Laces, Collars.....	214,565	210,367
All other Fancy Goods.....	98,165	89,787
Flax, manufactures of (for 5 months only).....	211,002	.....
Fish, Products of.....	123,710	133,189
Fruits and Nuts, dried.....	264,254	217,461
Green, Oranges, etc.....	261,822	248,186
All other.....	93,172	78,276
Furs, Manufactures of.....	214,523	234,913
Glass, Bottles, etc.....	160,879	171,018
Window.....	146,018	119,275
Plate.....	89,882	112,081
All other Manufactures of.....	37,895	55,418
Gunpowder, etc.....	21,253	28,354
Gutta Percha.....	85,388	83,619
Hats, Caps and Bonnets.....	289,944	277,408
All other.....	148,121	137,095
Iron and Steel, Manufactures of :		
Band, Hoop, etc.....	757,831	430,524
Bar Iron and Railway Bars.....	11,534	43,239

STATEMENT showing the VALUE of Merchandise ENTERED FOR CONSUMPTION
at this Port during the years ending 31st December, 1897 and 1896.

ARTICLES.	VALUE. 1897.	VALUE. 1896.
	\$	\$
Cutlery, Hardware.....	490,746	423,857
Machines, Engines.....	434,844	326,835
Pig Iron, Kentledge.....	341,321	156,282
Stoves and Castings.....	43,571	20,385
Iron and Steel Tubing.....	99,617	114,612
All other Manufactures of.....	949,641	702,926
Jewellery, Watches, etc.....	297,849	261,279
Lead, Manufactures of.....	136,359	82,683
Leather, all kinds.....	490,374	399,717
Boots and Shoes.....	62,816	84,167
All other Manufactures of.....	38,792	28,723
Marble and Stone and Manufactures of.....	30,017	37,120
Metals, Manufactures of.....	122,860	50,187
Musical Instruments.....	45,401	57,602
Oil, Mineral and Products of.....	98,880	116,934
Flax Seed, etc.....	82,065	166,640
All other.....	149,580	146,733
Paints and Colours.....	336,939	339,348
Paper and Envelopes.....	306,815	288,504
Pickles, Sauces, etc.....	31,855	23,443
Provisions, Lard, etc.....	79,346	53,914
Butter and Cheese.....	8,802	8,905
Seeds and Roots.....	99,677	79,039
Silk, Manufactures of.....	770,078	883,445
Soap, all kinds.....	88,055	74,417
Spices, Ground and Unground.....	47,861	35,884
Spirits, all kinds.....	368,260	340,846
Wines, Sparkling.....	83,255	69,913
Other than Sparkling.....	137,137	145,452
Sugar.....	3,707,908	3,780,012
Molasses and Syrup.....	229,684	180,851
Tobacco and Cigars.....	108,447	126,837
Leaf (for 6 months only).....	59,025	.....
Vegetables.....	64,933	53,060
Wood, Manufactures of.....	84,078	102,475
Woollens: Carpets.....	225,799	226,374
Clothing.....	234,620	225,815
Cloths.....	933,883	1,052,199
Dress Goods.....	1,315,490	1,270,687
Knitted Goods.....	234,511	290,700
Shawls.....	8,596	11,429
Yarns.....	28,135	45,256
All other Manufactures of.....	107,482	101,215
All other Dutiable Goods.....	3,414,010	4,517,480
Total Dutiable.....	\$ 23,936,103	\$ 23,496,365
Free.....	13,714,103	10,089,164
Coin and Bullion.....	2,351,599	5,006,948
Grand total.....	\$ 40,001,805	\$ 38,592,47

FREE GOODS *imported at the Port of MONTREAL during the years ended 31st
December, 1897 and 1896.*

ARTICLES.	VALUE.	VALUE.
	1897.	1896.
Animals for the improvement of Stock.....	\$	\$
Asphaltum.....	12,043	16,108
Broom Corn.....	21,057	1,999
Indian Corn.....	1,685	1,353
Coal, Anthracite.....	2,875,768	.....
Coffee.....	966,524	975,604
Cotton Waste.....	250,520	315,160
Raw.....	88,511	72,515
.....	1,044,376	876,248
Dyes, Chemicals, etc.....	632,643	704,323
Fish and Products of.....	33,383	45,160
Fisheries, Articles for.....	7,580	10,080
Fruits, Bananas, etc.....	155,373	128,564
Furs, Skins, not dressed.....	270,124	360,325
Grease for Soap-making.....	25,454	43,460
Hides and Skins.....	339,320	107,173
India Rubber and Gutta Percha, crude.....	735,674	678,379
Jute Cloth and Jute Yarn.....	444,889	426,449
Metals, Brass and Copper.....	433,033	360,025
Steel Rails for Railways.....	73,707	511,023
Iron and Steel, all other.....	450,280	490,802
Tin and Zinc.....	356,439	277,200
Other.....	43,722	34,567
Oils, Vegetable.....	13,799	21,621
Salt.....	79,107	76,668
Settlers' Effects.....	202,444	236,360
Silk, Raw.....	144,161	82,213
Sisal, Manilla and Hemp undressed.....	181,863	99,397
Sugar.....	.....	134,916
Tea.....	808,522	634,119
Tobacco leaf (for 6 months only).....	898,122	911,312
Wood, Cabinetmakers, etc.....	293,620	229,726
Wool.....	152,160	100,180
All other free goods.....	1,678,200	1,126,135
Total.....	\$ 13,714,103	\$ 10,089,164
Coin and Bullion.....	2,351,599	5,006,948
Total Free Goods.....	\$ 16,065,702	\$ 15,096,112

PORT OF MONTREAL

STATEMENT showing the Quantity and Value of Merchandise EXPORTED from this Port during the years ended 31st December, 1897 and 1896.

ARTICLES.	QUANTITY.	VALUE.
THE MINE—		
		\$
Gold bearing quartz, dust, nuggets.....		80
Phosphates.....Tons.	165	400
Salt.....Bush.	800	264
Other articles.....		187,383
Total.....		188,127
THE FISHERIES—		
Fish of all descriptions.....		115,919
Oil.....Gals.	16,086	4,323
Total.....		120,242
THE FOREST—		
Ashes, Pot and Pearl (not includ'g Leached ashes) Brls.	1,787	42,834
Logs—Pine.....M. ft.	695	21,129
All other....."	579	9,180
Lumber—Deals, Deal Ends, Planks, Boards and other Lumber.....		5,412,221
Timber, square.....Tcns.	15,887	187,441
Other articles.....		58,778
Total.....		5,731,583
ANIMALS AND THEIR PRODUCE—		
Horses.....No.	12,179	1,205,941
Horned Cattle....."	110,243	6,579,328
Swine....."		.....
Sheep....."	66,319	340,060
Other Animals.....		848
Butter.....Lbs.	10,594,824	1,878,515
Cheese....."	162,322,426	14,325,176
Eggs.....Doz.	4,806,011	575,782
Meat of all kinds.....Lbs.	16,377,806	1,345,894
Wool....."	708,302	122,672
Other articles.....		670,917
Total.....		27,045,133

STATEMENT showing the Quantity and Value of Merchandise EXPORTED from
this Port during the years ended 31st December, 1897 and 1896.

ARTICLES.	QUANTITY.	VALUE.
AGRICULTURAL PRODUCTS—		\$
Fruits—Green.....		750,699
Barley.....	Bush. 251,911	88,273
Beans and Peas.....	“ 2,522,682	1,402,993
Indian Corn.....	“ 9,172,676	3,121,753
Rye.....	“ 990,900	485,526
Oats.....	“ 5,989,311	1,704,559
Wheat.....	“ 9,400,891	7,981,211
Other Grain.....	“ 543,640	222,777
Flour of Wheat and Rye.....	Brls. 335,930	1,346,097
Indian and other Meal.....	“ 43,275	154,959
Malt.....	Bush. 630	409
Other articles.....		882,763
Total.....		18,142,019
MANUFACTURES—		
Cottons, Woollens, etc.....		300,675
Iron—Pig and Scrap, Castings, Hardware.....		285,190
Leather.....		893,795
Boots and Shoes.....		20,736
Manufactures of Leather, all other.....		10,799
Liquors, Spirituous and Malt, all kinds.....	Gals. 19,414	22,102
Sewing Machines.....	No. 279	5,217
Ships sold to other countries.....	“ 2	2,150
Tobacco, Snuff and Cigars.....	Lbs. 221,302	21,529
Wood, Manufactures of, all kinds.....		269,655
Other articles.....		1,006,213
Total.....		2,838,061
MISCELLANEOUS ARTICLES.....		175,041
Total.....		54,240,206
BULLION, Gold in bars, blocks or ingots.....		177,408
COIN, Gold.....		696,116
Silver.....		53,226
Grand total.....		55,156,956

TOTAL RECEIPTS OF PRODUCE AT MONTREAL DURING THE YEAR 1897, WITH COMPARATIVE FIGURES FOR 1896.

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brls.	Meal. brls.	Butter. pkgs.	Cheese. boxes.	Lard. brls.	Leather. rolls.	Meats. Hams & Bacon pkgs.	Eggs. cases.
Per Grand Trunk Railway	1,004,250	18,850	815,090	2,46,085	80,361	298,859	635,296	7,480	244,616	1,238,388	32,871	220,922	99,920	218,040
Per Canadian Pacific Ry...	1,377,646	67,850	774,133	2,430,150	69,636	214,392	687,850	27,377	203,813	1,094,982	22,386	40,673	46,667	99,297
Via Lachine Canal.....	9,473,715	9,242,946	397,784	856,855	115,305	430,147	21,101	.....	1,003	153,440	996	.....	2,845	5,130
Per River Boats.....	.....	.....	.....	.....	.....	.....	.....	.....	5,219	59,782	.....	.....	.....	.....
Total 1897.....	11,865,611	9,329,226	1,987,007	6,133,690	274,302	913,398	1,944,247	94,857	454,051	2,546,592	56,253	261,595	149,432	322,476
Total 1896.....	9,472,067	6,653,906	2,003,074	4,031,749	278,464	318,076	1,503,169	38,714	302,333	1,774,791	183,106	123,938	203,856	250,928
Increase or Decrease...	2,383,544 Increase.	2,675,320 Increase.	16,067 Decrease.	2,101,941 Increase.	4,162 Decrease.	595,322 Increase.	248,922 Decrease.	3,857 Decrease.	152,318 Increase.	771,801 Increase.	126,853 Decrease.	137,657 Increase.	54,424 Decrease.	65,548 Increase.

TOTAL SHIPMENTS OF PRODUCE FROM MONTREAL DURING THE YEAR 1897, WITH COMPARATIVE FIGURES FOR 1896.

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brls.	Meal. brls.	Butter. pkgs.	Cheese. boxes.	Lard. brls.	Leather. rolls.	Meats. Hams & Bacon. pkgs.	Eggs. cases.	Cattle. head.
European via River St. Lawrence.....	9,890,308	9,210,222	1,779,777	5,202,074	179,044	855,135	585,813	37,350	222,923	2,075,719	29,148	5,567	104,868	167,120	115,336
Lower Ports via River St. Lawrence.....	1,000	3,677	10,645	1,104	.....	.....	305,688	3,084	3,043	1,520	516	646	11,315	.....	.....
Via Lachine Canal.....	.....	10,465	4,299	28,725	22,738	4,943	43,378	725	13,381	207,183	273	.....	.....	.....	.....
By Rail.....	23,721	.....	.....	.....	.....	.....	462,224	14,296	.....	.....	459	16,662	9,098	6,293	.....
Total 1897.....	9,924,029	9,224,364	1,794,721	5,231,903	201,782	860,078	1,397,103	55,455	215,947	2,287,422	30,393	22,775	125,281	173,413	115,336
Total 1896.....	7,062,385	6,795,104	1,878,124	2,682,525	283,046	321,627	1,639,316	60,843	177,169	2,015,253	87,533	21,630	251,850	147,107	96,825
Increase or Decrease.....	2,871,644 Increase.	2,429,260 Increase.	83,403 Decrease.	2,549,378 Increase.	81,264 Decrease.	508,451 Increase.	242,213 Decrease.	5,388 Decrease.	68,178 Increase.	272,169 Increase.	57,140 Decrease.	1,145 Increase.	126,569 Decrease.	26,306 Increase.	18,511 Increase.

TOTAL SHIPMENTS OF PRODUCE TO PARTICULAR PORTS, VIA RIVER ST. LAWRENCE, FROM THE OPENING OF NAVIGATION, APRIL 30TH, 1897
(first arrival from sea), TO THE CLOSE, NOVEMBER 22ND (last departure for sea), WITH COMPARATIVE FIGURES FOR 1896.

PORTS.	Wheat. Bush.	Corn. Bush.	Peas. Bush.	Oats. Bush.	Barley. Bush.	Rye. Bush.	Flour. Brls.	Meal. Brls.	Butter. Pkgs.	Cheese. Boxes.	Pork. Brls.	Lard. Brls.	Meats. Pkgs.	Eggs. Cases.	Hams and Bacon. Boxes.	Cattle. Head.	Apples. Brls.
Liverpool	3,479,521	2,000,316	322,084	216,178	36,310	17,473	60,046	4,550	29,400	393,303	950	2,664	61,551	88,708	299	43,387	83,457
London	1,916,070	2,265,623	397,051	2,233,200	34,196	248,369	248,369	2,949	54,836	881,551	.....	9,170	3,867	4,450	845	20,370	3,987
Glasgow	1,015,616	501,814	501,814	505,991	23,152	237,959	123,610	22,734	24,729	121,035	200	2,081	13,383	68,320	589	23,841	66,315
Avonmouth	1,541,701	710,046	279,159	598,074	9,198	.....	18,181	365	106,304	520,342	100	3,702	12,234	4,338	4,713	8,991	3,939
Leith	631,108	322,979	71,406	380,722	16,331	.....	34,977	724	474	41,489	.....	1,051	115	50	2,467	1,147	822
Bristol	133,219	8,565	8,565	.....	.....	.....	1,893	.....	1,759	23,781	.....	.....	921	.....	.....	.....	.....
Aberdeen	16,306	70,123	37,913	19,988	.....	.....	50,607	822	736	10,423	.....	172	.....	40	925	296	.....
Dublin	78,922	403,972	48,667	43,483	.....	.....	6,563	4,008	.....	533	.....	.....	350	.....	.....	500	.....
Belfast	40,031	818,904	16,147	43,483	78,860	.....	13,989	10	.....	16,310	.....	.....	825	.....	.....	3,584	771
Newcastle	41,229	237,407	49,121	66,240	13,973	.....	473	34	.....	7,674	.....	.....	425	.....	.....	3,339	989
Newcastle	204,017	119,020	1,6394	43,319	.....	.....	19,060	442	.....	49,083	.....	146	150	.....	15	440	.....
Dundee	15,448	8,700	.....	9,720	.....	.....	1,893	168	.....	4,707	.....	.....	.....	.....	.....	.....	.....
Hull	.....	8,360	8,360	.....	.....	.....	2,616	375	.....	5,117	.....	.....	.....	.....	.....	470	410
Cardiff	38,668	26,371	264	78,360	.....	.....	.....	.....	.....	3,375	.....	.....	50	.....	.....	.....	.....
Hamburg & Antwerp	535,623	770,589	78,229	909,321	80,080	460,003	3,546	813	4,041	5	50	10,162	4,206	.....	235	.....	8,450
Rotterdam	46,829	.....	.....	48,811	.....	26,644	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lower Ports	9,899,308	9,210,222	1,779,777	5,202,074	179,044	855,135	585,813	37,350	222,923	2,078,719	1,300	29,148	98,087	1,07,120	6,781	115,338	170,784
	1,000	3,677	10,645	1,104	.....	.....	395,688	3,084	3,043	1,520	9,400	516	11,238	.....	77	.....	4,410
Total 1897	9,900,308	9,213,899	1,790,422	5,203,178	179,044	855,135	891,501	40,434	225,966	2,080,239	10,700	29,664	109,325	67,120	6,858	115,338	175,194
Total 1896	7,034,450	6,790,038	1,877,262	2,633,128	247,398	351,627	1,108,572	47,917	164,523	1,723,286	24,376	85,818	233,067	142,593	8,267	96,825	731,992
Increase or decrease	1,865,858	2,423,861	86,940	2,570,050	68,354	503,508	217,071	7,483	61,443	356,953	13,667	56,154	123,742	24,527	1,409	18,511	556,798
	Increase	Increase	Decrease	Increase	Dec's	Inc'se	Decrease	Decrease	Increase	Increase	Decrease	Dec'se	Dec'se	Inc'se	Dec'se	Inc'r'se	Decre'se

RECEIPTS OF GRAIN, FLOUR, MEAL, BUTTER AND CHEESE AT MONTREAL MONTHLY DURING 1897.

1897.	Wheat Bush.	Corn Bush.	Oats Bush.	Barley Bush.	Rye Bush.	Peas Bush.	Flour Brls.	Meal Brls.	Butter Pkgs.	Cheese Boxes.
January	3,664	5,430	97,667	11,380	7,950	9,340	21,705	150	10,542	737
February	13,701	9,950	245,859	7,450	6,350	35,148	35,288	3,045	8,077	1,295
March	29,084	.....	342,504	17,140	16,004	20,877	16,224	150	6,388	316
April	197,315	650	223,069	25,925	14,300	96,173	48,906	2,540	14,000	8,127
May	1,543,427	1,352,500	559,277	73,704	14,300	339,602	111,697	1,127	16,334	90,173
June	1,242,204	529,364	747,016	64,508	40,285	300,530	89,623	2,675	42,340	297,394
July	1,144,449	1,426,806	1,068,522	37,882	46,139	285,693	192,888	4,435	79,402	509,815
August	1,187,921	2,362,786	1,456,814	.....	36,357	107,356	187,937	3,775	79,634	439,310
September	1,890,129	844,528	344,528	700	189,087	94,366	157,628	2,790	93,451	373,353
October	2,756,958	619,626	742,097	18,928	271,931	270,662	311,819	7,159	62,889	464,444
November	1,701,739	859,422	623,447	6,222	204,775	257,470	118,447	5,086	27,972	266,742
December	166,020	.....	682,950	10,455	53,140	129,810	52,115	1,925	19,003	28,352
By River Boats during Season	.....	.....	.....	.....	.....	.....	.....	.....	5,219	59,782
Total	11,855,611	9,329,226	6,133,690	274,302	913,398	1,987,007	1,344,247	34,857	454,651	2,546,592

EXPORTS OF GRAIN, FLOUR MEAL, BUTTER AND CHEESE FROM MONTREAL MONTHLY DURING 1897.

1897.	Wheat Bush.	Corn Bush.	Oats Bush.	Barley Bush.	Rye Bush.	Peas Bush.	Flour Brls.	Meal Brls.	Butter Pkgs.	Cheese Boxes.
May	851,847	1,219,461	692,603	26,338	63,002	342,473	23,966	2,851	887	78,016
June	1,403,138	460,300	707,865	59,569	84,012	965,350	43,200	8,390	6,395	252,168
July	1,296,289	1,066,815	1,089,921	34,227	29,797	341,126	64,765	8,854	28,432	430,951
August	636,895	1,971,407	635,941	29,337	102,973	250,713	96,163	4,161	29,339	272,672
September	1,101,718	2,402,304	537,712	16,330	110,533	84,252	95,366	2,505	89,892	333,533
October	2,852,412	1,282,538	596,516	22,243	136,479	159,560	101,855	2,453	43,158	440,621
November	1,757,029	907,397	957,516	.....	328,339	335,902	169,198	8,066	24,410	281,418
Total	9,869,308	9,210,222	5,122,074	179,044	855,135	1,779,777	585,813	37,350	222,923	2,074,719

QUANTITIES OF FLOUR AND GRAIN RECEIVED AT AND SHIPPED FROM MONTREAL DURING A PERIOD OF THIRTY-EIGHT YEARS.

YEARS.	FLOUR.			WHEAT.			CORN.			PEAS.			OATS.			BARLEY.		
	Receipts.	Shipments.	Barrels.	Receipts.	Shipments.	Bushels.	Receipts.	Shipments.	Bushels.	Receipts.	Shipments.	Bushels.	Receipts.	Shipments.	Bushels.	Receipts.	Shipments.	Bushels.
	Barrels.	Barrels.	Barrels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
1860	577,196	277,567	1,645,200	2,622,602	138,214	24,387	776,129	1,298,845	37,637	206,732	27,483	252						
1861	1,095,339	605,042	5,584,797	7,738,084	1,555,177	1,477,114	1,409,879	1,229,136	1,229,389	1,040,085	132,749	1,040,085						
1862	1,174,602	597,477	5,584,797	8,534,172	2,601,261	1,774,546	859,679	1,711,922	106,792	979,639	296,930	979,639						
1863	1,193,986	616,921	3,741,146	8,250,145	1,825,584	638,281	688,295	745,414	403,972	3,086,935	307,261	709,289						
1864	858,765	835,071	2,406,531	4,194,217	1,085,504	2,974	357,207	489,629	232,616	3,437,810	371,065	854,770						
1865	782,516	637,001	787,468	2,648,674	935,421	734,849	436,751	681,910	163,684	3,251,566	316,688	1,010,390						
1866	709,316	595,198	83,278	1,117,208	1,870,223	1,036,315	1,441,733	1,141,333	2,122,305	3,383,536	336,951	427,292						
1867	790,318	609,021	1,076,528	2,939,295	881,605	681,708	1,202,306	1,611,960	309,298	1,425,950	413,320	901,037						
1868	975,295	907,057	5,505,352	7,492,033	1,086,152	682,497	790,395	683,545	207,416	1,403,923	207,416	451,366						
1869	978,785	975,315	5,973,048	6,908,315	141,382	108,018	550,984	576,984	84,086	330,738	66,238	163,372						
1870	951,760	908,844	8,224,805	8,224,805	31,717,757	8,780,894	892,368	796,143	172,446	635,830	40,465	250,600						
1871	921,973	832,931	4,665,314	4,665,314	7,546,390	652,649	892,368	796,143	122,946	86,818	83,256	57,601						
1872	1,130,606	863,969	9,788,730	8,225,649	3,544,514	3,520,918	455,739	1,175,026	211,684	436,446	129,064	118,496						
1873	1,075,353	830,256	7,692,284	7,692,284	2,803,284	2,561,375	1,444,739	1,763,306	163,069	331,489	194,872	153,362						
1874	1,023,551	840,689	7,117,159	1,804,010	1,724,220	1,157,040	1,544,665	258,068	293,004	261,377	175,652	46,426						
1875	915,331	842,835	6,388,130	5,007,694	3,352,031	3,834,602	1,030,043	1,362,731	2,616,174	3,022,874	270,677	201,796						
1876	828,873	749,247	7,218,062	5,848,363	4,617,015	4,226,296	1,810,301	1,127,245	323,075	400,142	1,230,486	1,091,473						
1877	916,379	716,763	7,390,065	6,802,822	6,117,235	5,664,835	6,101,433	2,226,792	723,103	957,376	429,416	5,846						
1878	771,384	725,109	11,313,634	10,461,221	4,389,291	4,652,307	2,026,379	2,021,592	490,541	645,485	365,789	8,373						
1879	735,596	739,007	9,637,124	9,084,296	7,772,549	7,622,161	2,617,656	3,081,674	1,191,531	1,853,829	357,176	983,023						
1880	826,167	632,821	7,596,825	6,574,622	3,817,006	3,259,084	3,015,544	3,133,203	1,211,221	1,211,221	984,212	183,824						
1881	866,066	775,862	8,273,678	6,913,290	708,279	672,850	2,009,007	2,304,674	926,996	545,962	247,532	138,351						
1882	1,012,709	844,019	6,080,911	5,008,167	4,896,151	4,530,731	1,635,398	1,696,334	495,742	1,559,067	239,180	142,364						
1883	1,152,789	876,242	5,967,457	4,219,581	3,967,457	3,316,053	1,971,271	1,943,103	844,168	959,067	238,664	98,327						
1884	800,788	679,426	5,568,247	4,221,283	2,378,821	2,578,821	2,449,846	2,682,329	1,580,897	1,469,016	155,227	79,767						
1885	888,712	736,908	7,445,413	4,858,122	4,858,667	4,545,903	2,692,932	2,800,312	1,370,464	2,694,754	181,159	14,981						
1886	949,082	922,565	10,678,714	9,168,803	2,924,921	2,908,676	2,343,198	2,605,758	1,107,252	514,273	138,621	69,792						
1887	968,876	874,667	8,836,166	6,908,467	2,808,276	2,808,276	1,053,454	1,016,654	649,690	78,306	189,398	14,166						
1888	933,121	785,638	4,155,970	2,233,666	4,908,467	4,720,830	1,974,353	1,016,491	1,648,193	298,245	167,896	10,367						
1889	978,843	894,752	4,155,970	2,233,666	6,389,687	6,030,294	2,929,629	2,075,591	1,648,193	298,245	167,896	10,367						
1890	1,153,421	1,036,187	11,174,939	8,603,379	1,812,084	1,812,084	1,433,361	1,433,361	1,732,026	81,675	1,352,085	814,362						
1891	984,395	984,395	8,257,087	7,008,157	1,813,842	1,813,842	2,024,969	2,024,969	6,357,546	692,333	407,040	407,040						
1892	867,571	1,065,867	5,511,100	2,185,364	9,670,774	1,734,914	1,895,613	2,308,367	4,227,656	3,215,951	306,178	60,355						
1893	1,613,544	1,646,768	4,441,512	2,582,631	6,033,743	1,228,020	1,291,250	1,586,184	157,005	96,748	4,428	4,428						
1894	1,603,169	1,639,316	9,472,067	7,052,311	6,163,308	812,282	2,073,074	1,878,124	4,681,749	2,682,625	278,464	283,046						
1895	1,344,247	1,397,103	1,855,611	9,924,020	9,924,020	1,867,007	1,734,721	6,133,690	5,231,903	274,302	201,762	201,762						

Lowest and highest prices of Flour and Wheat in Montreal during thirty-six 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.
1897	3 55	@ 5 00	0 76	@ 1 10	1881	4 95	@ 6 65	1 12	@ 1 50
1896	3 20	.. 4 75	0 64½	.. 1 02	1880	5 05	.. 6 10	1 13	.. 1 40
1895	2 85	.. 5 25	0 69	.. 1 08	1879	3 90	.. 6 35	0 98	.. 1 43
1894	2 60	.. 3 20	0 60	.. 0 82	1878	3 92½	.. 5 35	0 85	.. 1 25
			U. CAN. SPRING WHEAT.		1877	5 10	.. 8 50	1 16	.. 1 63½
1893	3 00	.. 3 75	No Quotations.		1876	4 45	.. 5 50	1 03	.. 1 22½
1892	3 45	.. 4 80	0 70	@ 1 03	1875	4 10	.. 6 00	1 00	.. 1 36
1891	4 50	.. 5 60	0 98	.. 1 06	1874	4 40	.. 5 85	1 00	.. 1 36½
1890	4 25	.. 5 20	0 97	.. 1 08	1873	5 50	.. 6 55	1 24	.. 1 55
1889	4 50	.. 5 95	1 12	.. 1 27	1872	5 65	.. 6 80	1 30	.. 1 55
1888	4 00	.. 6 25	0 82	.. 1 26	1871	4 90	.. 6 60	1 17	.. 1 45
	SPRING EXTRA.				1870	3 95	.. 6 80	0 90	.. 1 35
1887	3 40	@ 3 65	0 80	.. 0 97	1869	4 10	.. 5 50	0 95	.. 1 18
1886	3 30	.. 3 90	0 79	.. 0 94	1868	4 80	.. 7 65	1 08	.. 1 75
1885	3 40	.. 4 90	0 83	.. 1 07	1867	6 75	.. 9 45	1 47½	.. 2 00
1884	3 35	.. 5 15	0 81	.. 1 20	1866	5 40	.. 8 25	1 16	.. 1 60
1883	4 55	.. 5 35	1 04	.. 1 20	1865	4 20	.. 6 75	0 96	.. 1 30
1882	4 60	.. 6 25	1 04	.. 1 50	1864	3 75	.. 4 60	0 85	.. 0 98
					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 :—

	1897.	1896.	1895.	1894.
	Bush	Bush.	Bush.	Bush.
Wheat.....	2,986,200	943,600	114,300	849,900
Corn.....	8,430,100	5,703,000	1,667,000	1,567,500
Peas.....	2,748,000	3,257,100	1,141,500	1,429,500
Oats.....	9,413,294	5,187,600	1,285,200	1,216,600
Barley.....	220,400	242,500	99,600	70,800
Rye.....	1,249,828	252,100	16,200	60,100
Buckwheat.....	754,608	563,000	460,900	203,600
Totals.....	25,812,430	16,148,900	4,784,700	5,398,000

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

	1897.	1896.	1895.	1894.
	Bush.	Bush.	Bush.	Bush.
Wheat.....	10,131,329	6,931,419	3,755,590	5,476,939
Corn.....	9,383,553	7,005,167	2,676,783	2,118,324
Peas.....	1,834,295	1,824,442	814,434	1,253,989
Oats.....	5,385,213	2,768,697	20,118	86,294
Rye.....	974,058	406,749	16,214	54,289
Barley.....	178,007	354,433	.....	.....
Buckwheat.....	432,757	196,140	199,258	135,735
Flax Seed.....	152,048	.....	.....	.....
Totals.....	28,471,260	19,487,047	7,482,402	9,125,570

STOCKS OF GRAIN AND FLOUR IN MONTREAL ON THE FIRST SATURDAY OF EACH MONTH FROM 1893 TO 1897 INCLUSIVE.

1893.	JAN.	FEB.	MAR.	APL.	MAY.	JUNE.	JULY.	AUG.	SEPT.	OCT.	NOV.	DEC.
Wheat . bush.	452,951	575,004	561,406	583,262	654,060	510,553	451,014	353,644	353,159	509,905	704,383	635,113
Corn..... "	15,064	14,998	13,877	14,606	13,877	39,116	15,515	48,865	4,999	828	1,582	.....
Peas..... "	270,459	340,809	354,343	362,694	471,096	462,171	440,273	310,191	309,413	192,420	222,583	312,890
Oats..... "	296,667	441,221	492,959	573,152	655,784	291,696	447,819	114,400	36,161	95,036	146,144	31,452
Barley .. "	83,435	78,211	83,083	87,048	87,400	87,822	81,835	88,883	58,727	51,247	46,923	55,224
Rye..... "	15,860	30,444	33,704	39,487	42,438	43,544	30,044	52,977	30,367	40,467	46,582	35,704
Flour....brls.	41,291	45,978	54,088	69,663	76,208	58,304	53,820	59,843	53,527	42,822	41,422	42,881
1894.												
Wheat . bush.	635,420	637,149	633,320	633,213	624,413	606,152	597,976	587,694	494,714	703,112	605,925	726,233
Corn..... "	1,435	3,845	5,375	3,851	3,048	2,645	400	.....	.....	.....	.....	639
Peas..... "	110,813	150,630	158,567	50,545	171,652	147,757	132,573	86,391	34,621	73,079	60,272	24,816
Oats..... "	139,581	159,994	154,717	259,966	242,003	219,853	196,359	132,080	72,384	41,166	93,246	181,191
Barley .. "	66,344	48,738	46,631	39,941	36,008	20,647	7,949	5,181	1,146	2,443	3,250	7,412
Rye..... "	37,303	38,386	40,335	39,254	38,872	35,007	25,766	12,447	9,988	9,143	1,674	5,918
Flour....brls.	54,151	57,935	66,330	72,273	70,656	54,998	50,955	38,994	37,397	35,600	21,593	22,907
1895.												
Wheat . bush.	663,814	663,591	616,711	482,932	264,856	244,700	225,214	10,230	115,487	263,145	312,489	246,388
Corn..... "	3,117	1,784	1,869	2,412	7,554	27,130	5,750	2,750	.....	2,518	.....	10,068
Peas..... "	64,772	79,970	91,832	104,623	116,270	160,305	124,513	32,998	1,709	33,505	60,138	2,374
Oats..... "	212,024	199,722	170,247	199,016	157,879	95,296	207,172	166,135	100,771	78,462	31,672	51,582
Barley .. "	19,930	1,824	8,599	1,433	.....	450	627	.....	.....	621	11,856	10,437
Rye..... "	5,529	5,329	5,424	5,076	4,860	4,533	4,338	4,338	4,033	2,851	2,851	2,851
Flour....brls.	28,553	25,749	19,816	19,380	22,699	18,295	26,343	29,368	26,649	22,582	22,250	22,792
1896.												
Wheat . bush.	249,801	271,676	825,034	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	73,850	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	60,693	64,235	62,696	36,822	44,486	25,549	25,540	63,594	33,094
Rye..... "	3,422	3,422	3,422	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..... "	35,008	23,913	22,626	20,829	20,306	14,595	17,945	78,248	38,686	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	150,635	425,918	264,227
Barley .. "	40,697	41,861	48,887	41,710	56,131	40,448	42,970	35,495	31,681	25,051	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
Flou: ..br's.	42,947	62,245	51,931	40,520	31,516	29,008	19,302	18,405	13,379	13,301	15,131	11,662

In Memoriam.

*List of Members of the Montreal
Board of Trade who died
during 1897.*

SIR JOSEPH HICKSON	-	Died Jan. 5, 1897
THOS. J. CORISTINE	-	Died Mar. 22, 1897
JOHN COWAN	- -	Died Mar. 23, 1897
THOMAS DOHERTY	- -	Died Apl. 3, 1897
JAMES GUEST	- -	Died Apl. 4, 1897
JAMES C. SINTON	- -	Died May 10, 1897
J. H. R. MOLSON	- -	Died May 28, 1897
J. R. CLOGG	- -	Died July 7, 1897
OWEN McGARVEY	- -	Died July 7, 1897
R. McSHANE	- -	Died July 13, 1897
HENRY LYMAN	- -	Died July 19, 1897
A. VOGEL	- -	Died Aug. 11, 1897
GEO. W. HAMILTON	- -	Died Aug. 26, 1897
FIRMIN HUDON	- -	Died Aug. 27, 1897
ROBT. MITCHELL	- -	Died Sept. 1, 1897
JEREMIAH FOGARTY	- -	Died Oct. 3, 1897
WALTER PAINE	- -	Died Oct. 27, 1897
FRED. FA. RMAN	- -	Died Nov. 13, 1897
ALEX. EWAN	- -	Died Dec. 23, 1897

MONTREAL BOARD OF TRADE

OFFICE-BEARERS AND MEMBERS FOR 1897.

PRESIDENT: JOHN MCKERGOW.

1st VICE-PRES.: JAMES CRATHERN.

2nd VICE-PRES.: CHAS. F. SMITH.

TREASURER: HENRY MILES.

COUNCIL.

E. L. BOND.

A. J. BRICE.

CHAS. CHAPUT.

FRED. W. EVANS.

ROBT. MACKAY.

W. B. MATHEWSON.

CHAS. MCLEAN.

JAS. W. FYKE.

A. W. STEVENSON.

HARRY STIKEMAN.

DAVID G. THOMSON.

DAVID WATSON.

BOARD OF ARBITRATION.

ROBT. ARCHER.

ROBT. BICKERDIKE.

JAS. A. CANTLIE.

E. B. GREENSHIELDS.

EDGAR JUDGE.

DAVID MCFARLANE.

W. W. OGILVIE.

DAVID ROBERTSON.

A. A. THIBAudeau

ADAM G. THOMSON.

JOHN TORRANCE.

JAS. WILLIAMSON.

SECRETARY: GEO. HADRILL.

ASSISTANT-SECRETARY: G. A. IRWIN.

LIST OF MEMBERS.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Adams, R. C.	Adams B. C. Co. Ltd	Insurance	41 St. Francois Xavier street,
Aird, Wm. D.	Chas. Alexander & Sons	Confectioners	18 St. Alexis street.
Alexander, Chas.	H. & A. Allan	Butter, Cheese and Grain	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.	Robt. Allan & Co	Produce	55 Common street.
Allan, R. A. S.	British American Dyeing Co.	Agent, Armour & Co., Chicago	1 Place Royale.
Allen, James	Anderson, McKenzie & Co	Dyers	221 McGill street.
Ames, Herbert B.	J. Burstall & Co.	S.S. Agents	Y. M. C. A. Building.
Anderson, D.	Doyle & Anderson	Manager	44 Foundling street.
Anderson, J. W.		Tea Merchants	112 Board of Trade Building
Anderson, Robert J.			564 St. Paul street.
Angus, Andrew			4425 St. Catherine.
Angus, R. B.			City.
Angus, Wm	Robt. Archer & Co.		759 Craig street.
Archer, Robt.	North Am. Life Association	Manager	162 St. James street.
Ault, Chas.	A. A. Ayer & Co	Butter & Cheese	180 St. James street.
Ayer, A. A.	A. A. Ayer & Co.	Butter & Cheese	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. Ratray & 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, G. J.	Crane & Baird.	Grain Shippers	54 St. Francois Xavier street.

Baird, John	Jno. Baird & Co.	Fish and Fish Oil.	43 St. Francois Xavier street.
Baird, Thos		General Merchant.	Ormstown, Que.
Baker, Joel C	Union Bank of Canada.	Manager	43 St. Sacrament street.
Balfour, Geo. H.	Standard Life Ins. Co	Superintendent	1766 Notre Dame street.
Balfour, J. Hutton		Boots and Shoes.	157 St. James street.
Bannister, J. F.	City & District Savings Bank.	Manager	2243 St. Catherine street.
Barbeau, Hy	Robt. Cox & Co.	S.S. Brokers.	176 St. James street.
Barker, J	Barnard & Holland.	Manufacturers' Agents	209 Commissioners street.
Barnard, H. A.	John Barry & Son.	Fruits	329 Board of Trade Building.
Barry, Rich	Batterbury, Chard & Jackson.	Wine Merchants	Bonsecours Market.
Batterbury, F.R.	St. Lawrence Sugar Refining Co.	Accountant.	10 Lemoine street.
Battersby, D.	The Central Agency	Vice-President	178 St. James street.
Baumgarten, A.		Cotton and Threads	26 St. Sacrament street.
Baylis, Jas.		Agent	204 St. James street.
Beattie, Jno.		Butter and Cheese	12 DeBrosolles street.
Beauchamp, Louis	Henry Morgan & Co.	Dry Goods, &c.	646 Cote St. Antoine Road.
Beaugrand, H.	Bell, Simpson & Co	Produce	49 Church street.
Bedard, N. F.	Andrews, Bell & Co.	Commission	32 Foundling street.
Belair, S. P.	With Gault Bros. Co. Ltd.	Wholesale Dry Goods.	Phillips Square.
Bell, Joshua A.	W. T. Benson & Co.	Importers	472 St. Paul street.
Bell, J. B.	C. D. Proctor & Co.	Merchants	30 Hospital street.
Benjamin, F. P.	D. Bentley & Co.	Printers	21 St. Helen street.
Benson George F.	Mutual Reserve Fund Life Ass.	General Manager	31 Common street.
Bentham, Wm.	Banque Jacques Cartier	Live Stock and Insurance	34 Lemoine street.
Bentley, D.	J. Bursfall & Co.	Manager	1746 Notre Dame street.
Bessette, D. Z.	C. H. Binks & Co	Lumber Merchants	12 Place d'Armes square.
Bickerdike, R.	Birks, Corner & Co	Importers	" B " Board of Trade Building,
Bienvenu Tancrede	Robert Linton & Co.	Wholesale Grocers	Place d'Armes square.
Billingsley, Fred	Stevenson, Blackader & Co.	Wholesale Dry Goods	Quebec, Que.
Binks, C. H.	Canada Switch & Spring Co. Ltd	Commission	3 St. Peter street.
Birks, Arthur	Blacklock Bros	Manufacturers' Agents	18 St. Sacrament street.
Birss, J. H.	Walter Blue & Co	Wharehousemen, Brokers, &c.	Westmount.
Black, Jno	B. A. Boas & Co.	Wholesale Clothing	Cor. St. Helen and Lemoine streets.
Black, Lewis S.	Boivin, Wilson & Co	Importers of Dry Goods	27 St. John street.
Blackader, C. H.	Montreal Loan & Mortgage Co.	Insurance Agent	87 St. Pete. street.
Blackwell, K. W.			Canal Bank.
Blacklock, W. M.			18 Common street.
Blue, Walter			Sherbrooke, Que.
Boas, R. A.			95 St. Francois Xavier street.
Boas, Feodor			St. Hyacinthe, Que.
Boivin, Leonard I.			338 St. Paul street.
Bolton, Richard			1763 Notre Dame street.
Bond, Ed. L.			30 St. Francois Xavier street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Booth, W.	With J. & T. Bell	Manufacturers of Boots and Shoes	178 Inspector street.
Botterell, E. H.	John Henderson & Co.	Furriers	229 St. James street.
Boyd, W. E.			33 St. Nicholas street.
Bragg, Harry	Canada Jute Co.	Secretary	33 St. Nicholas street.
Braidwood, Francis	Hamilton Powder Co.	President	17 St. Martin street.
Brainerd, Thos. C.	Glover & Brains	Gents' Furnishings	103 St. Francois Xavier s'treet.
Brais, L. A.	Hudson, Hebert & Co.	Wholesale Grocers	184 McGill street.
Braut, L.		Butter and Cheese	22 DeBrossoles street.
Brice, A. J.		Butter and Cheese	12 St. Peter street.
Brice, E. A.		S.S. Agents	211 Commissioners street.
Brock, Jeffrey G.	J. G. Brock & Co.	Flour Merchants	10 and 12 Bleury street.
Brodie, H.	Brodie & Harvie	Wholesale Dry Goods	23 St. Helen street.
Brophy, Jas.	Brophy, Cains & Co.	Wholesale Dry Goods	23 St. Helen street.
Brophy, Thos.		Wholesale Grocer	1436 Notre Dame street.
Brosseau, D. C.		Agent McCleary Manufacturing Co.	93 St. Peter street.
Brown, Andrew A.	Brown Bros.	Meats and Provisions	Windsor Market.
Brown, Geo. S.	John James Browne & Son	Real Estate	207 St. James street.
Brown, Thos. B.		Insurance	10 Bell Telephone Bid g.
Brown, W. Godbee		Founder	178 St. James street.
Brush, Geo. S.	Eagle Foundry		34 King street.
Bryant, B. B.	F. G. Logan & Co.		Chicago, Ill.
Budden, H. A.	Intercolonial Coal Mining Co.	Vice-President	199 Commissioners street.
Bulling, W. B.	Canadian Pacific Railway Co.	General Freight Agent	52 Mackay street.
Bulmer, H.		Lumber	571 Dorchester street.
Bulmer, Jno. A.	John A. Bulmer & Co.	Secretary	7 Bleury street.
Burland, Jeffrey H.	British American Bank Note Co.	President	7 Bleury street.
Burland, Geo. B.	British American Bank Note Co.	Insurance Agent	30 St. Francois Xavier street.
Burnett, W. A. W.	With E. L. Bond	Commission	61 St. Sulpice street.
Byrd, Chas.	Munderloh & Co.		
Cains, Geo. L.	S. Green-shields, Son & Co.	Wholesale Dry Goods	17 Victoria square.
Cairns, W.		Warehousemen	18 St. Alexis street.
Campbell, David, sr.	D. Campbell & Son	Warehousemen	46 Dalhousie street.
Campbell, David, jr.	D. Campbell & Son	Warehousemen	46 Dalhousie street.

Campbell, David W.....	Canada Shipping Co.....	S.S. Agents.....	18 Hospital street.
Campbell, Geo. A.....	with E. L. Bond.....	Insurance.....	P. O. Box 995, Winnipeg, Man.
Campbell, Jas. E.....	W. M. Campbell & Co.....	Produce Merchants.....	506 Board of Trade Building.
Campbell, Stewart.....	.....	City Weigher and Measurert.....	30 St. Francois Xavier street.
Campbell, W. M.....	.....	Manufacturers' Agent.....	20 Founding street.
Cameron, Duncan.....	.....	Forwarders.....	27 St. Sacrament street.
Cameron, Geo. A.....	.....	.....	66 St. Peter street.
Can. Bank of Commerce.....	.....	.....	Cor. St. James & St. Peter streets
Can. For. & Export Co.....	.....	.....	405 Board of Trade Building.
Can. Pac. Ry. Frt. Office.....	.....	.....	21 Board of Trade Building.
Do. Foreign Frt. Office.....	.....	.....	24 Board of Trade Building.
Cantlie, Geo. S.....	Canadian Pacific Railway.....	.....	Windsor street Station.
Cantlie, Jas. A.....	Jas. A. Cantlie & Co.....	Canadian Woolens and Cottons.....	431 Board of Trade Building.
Cantlie, Jas. A., Jr.....	With Lake of the Woods M'lg Co.....	Wholesale Dry Goods.....	17 Board of Trade Building.
Carnegie, Jas. H.....	With James Johnston & Co.....	Grain Exporters.....	26 St. Helen street.
Carruthers, Jas.....	Jas. Carruthers & Co.....	Dry Goods.....	218 Board of Trade Building.
Carsley, W. F.....	Carsley, Sons & Co.....	Dry Goods.....	113 St. Peter street.
Carsley, S.....	Carter, Galbraith & Co.....	Wholesale Grocers.....	Cor. Foundling and St. Peter streets.
Carter, Stewart J.....	.....	Leather.....	1760 Notre Dame street.
Casey, Felix.....	.....	.....	1798 Notre Dame street.
Cassils, Chas.....	Shaw, Cassils & Co.....	Wholesale Hardware.....	1760 Notre Dame street.
Cassils, John.....	Caverhill, Learmont & Co.....	Wholesale Hardware.....	89 St. Peter street.
Cassils, John S.....	Caverhill Learmont & Co.....	Coal.....	89 St. Peter street.
Caverhill, Frank.....	.....	Flour.....	12 Bishop street.
Caverhill, G.....	.....	Manufacturer Safes.....	267 St. James street.
Caverhill, John L.....	.....	Commission.....	71 St. Peter street.
Cayford, Jas. H.....	Kvans Bros.....	Wholesale Grocers.....	22 St. John street.
Chabot, J. N.....	D. Robertson & Co.....	Chief Provincial Police.....	7 St. James street.
Chaplin, Alfred.....	Chaplin Bros. & Co.....	Importer.....	526 Board of Trade Building.
Chapicau, Godfroi.....	.....	Importer.....	11 Hospital street.
Chapman, W. B.....	.....	Importer.....	487 St. Paul street.
Chaput, Chas.....	L. Chaput, Fils & Cie.....	Lumber Merchants.....	487 St. Paul street.
Cheney, Gilman.....	Canadian Express Co.....	Manager.....	1 Custom House square.
Chevalier, Louis.....	.....	Railway Supplies.....	126 St. James street.
Childs, Geo. A.....	.....	Malt, Barley & Hops.....	185 St. James street.
Chisholm, C. J.....	C. A. Chouillon & Co.....	Wholesale Dry Goods.....	39 St. Sacrament street.
Chouillon, C. A.....	C. A. Chouillon & Co.....	.....	381 St. Paul street.
Chouillon, Lucien.....	Dobell, Beckett & Co.....	.....	.....
Christensen N.....	Etna Life Insurance Co.....	.....	.....
Christmas, F. H.....	C. C. Claggett & Co.....	.....	.....
Claggett, C. O.....	J. G. Mackenzie & Co.....	.....	.....
Clark, Esmond L.....	.....	.....	.....
Olegthorn, J. F.....	.....	.....	.....

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Clendinning, Wm	Wm. Clendinning & Son	Iron Founders	489 St. Antoine street.
Clendinning, Wm. jr.	Wm. Clendinning & Son	Insurance	524 Craig street.
Clift, R. S.	Bank of Montreal	Manager	39 St. Sacrament street.
Clouston, E. S.	Jas. Cochrane & Co.		109 St. James street.
Cochrane, Jas			8 Place D'Armes.
Cochrane, Hon. M. H.			Hillhurst, Q.c.
Coghlin, B. J.		Wholesale Hardware	432 St. Paul street.
Colson, C. E.		Commission	22 St. John street.
Conroy, Thomas		Trader	22 St. John street.
Cook A. E.	Elder, Dempster & Co.	S.S. Agents	165 Dalhousie street.
Cookson, S.	Kirkpatrick & Cookson	Commission	219 Commissioners street.
Coon, H. J.	Bartlett-Frazier Co., Ltd.	Grain Exporters	22 William street.
Cooper, Jas		Railway supplies	415 Board of Trade Building.
Copland, E. H.	Copland & Co.	Importers	299 St. James street.
Coristine, Jas	Jas. Coristine & Co.	Furs	230 St. James street.
Cornelle, Chas. C.	McArthur, Cornelle & Co.	Paints, Oils, &c.	473 St. Paul street.
Costigan, John	John Costigan & Co.	Wood and Coal	312 St. Paul street.
Costigan, Rich	John Costigan & Co.	Wood and Coal	2410 Notre Dame street.
Costigan, W. T.	W. T. Costigan & Co.	General Agents	2410 Notre Dame street.
Coughlin, C.		Live Stock Agent	196 St. James street.
Cowans, R.	John McDougall & Co.	M'rs of Engines and Car Wheels.	"E" Board of Trade Building.
Cowen, Amos		Builder	574 William street.
Cowper, Alex			291 Peel street.
Cox, Robt. M.	R. Cox & Co.		9 Durocher street.
Coyle, E. J.	Millichamp, Coyle & Co.	Agents of Can. Woollens	209 Commissioners street.
Craig, E. F.		Flour and Grain	13 St. Helen street.
Craig, W. W.		Cattle Exporter	507 Board of Trade Building.
Crane, T. A.	Crane & Baird	Grain Shippers	"F" Board of Trade Building.
Crathern, Jas	Crathern & Caverhill	Wholesale Hardware	54 St. Francois Xavier street.
Crawford, David			89 St. Peter street.
Crawford, Jno			69 McGill College avenue.
Creak, Geo.		Chartered Accountant	P. O. Box 194
Orighton, Capt. Alex. T.	Deputy Port Warden		Toronto Bank Chambers.
Crc'ts, H. W.	James Carruthers & Co.	Grain	199 Commissioners street.
Grombie, A. M.	Canadian Bank of Commerce	Manager	218 Board of Trade Building.
Crossby, Peter	Lominion Type Founding Co.	Manufacturers of Type	189 St. James street.
Crowdy, Geo. J.	James Hutton & Co	Wholesale Hardware	780 Craig street.
			15 St. Helen street.

Crowe, John.....	John Crowe & Co.....	Hay Exporters.....	Board of Trade Building.
Cunning, A. C.....	Jas. Johnson & Co.....	Wholesale Dry Goods	26 St. Helen street.
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	100 Grey Nun street.
Currie, Jas.....	Bruneau, Currie & Co.....	Flour, Feed and Produce	10 Foundling street.
Currie, Wm.....	W. & F. P. Currie & Co. ...	Importers	100 Grey Nun street.
Cushing, Thos.....	Montreal Brewing Co. Ltd.....	President.....	1334 Notre Dame street.
Cusson, Alexis.....	A. Cusson & Fils.....	Wholesale Grocers	210 St. Paul street.
Cuttie, Jas. A.....	Montreal Transportation Co.....	.....	14 Place Royal.
Dalrymple, Jas.....	.....	Produce Merchant.....	96 Foundling 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.....	Marlatt & Armstrong	Leather Merchants	12 St. Helen street.
Davis, A.....	S. Davis & Sons.....	Consulting Engineer	204 St. James street.
Davis, Eugene H.....	.....	Cigar Manufacturers.....	127 Dalhousie street.
Davis, M.....	.....	Customs Broker	1 Port street.
Davis, Maurice E.....	S. Davis & Sons.....	Cigar Manufacturers	127 Dalhousie street.
Davis, Mortimer B.....	S. Davis & Sons.....	Cigar Manufacturers	127 Dalhousie street.
Davis, M. H.....	S. Davis & Sons.....	Cigar Manufacturers	127 Dalhousie street.
Dawes, J. P.....	Dawes & Co.....	Brewers.....	521 St. James street.
Dawson, Chas. F.....	.....	Stationer.....	226 St. James street.
Dawson, Wm. V.....	.....	Wholesale Stationer	16 De Bresoles street.
Delorme, C. E.....	Delorme Brothers	Manufacturers' Agents	15 De Bresoles street.
Delorme, Gustave.....	Delorme Brothers	Manufacturers' Agents	15 De Bresoles street.
Desbarats, E.....	.....	.....	73 St. James street.
Desjardins, Hon. A.....	.....	.....	6 Place d'Armes.
DeWitt, Jno., Jr.....	R. Reford & Co.....	S. S. Agents	281 Commissioners street.
Dillon, John.....	Bellhouse, Dillon & Co.....	Chemicals.....	25 St. Sacrament street.
Dillon, J. St. G.....	Hy Dobeil & Co.....	Importers	30 St. Francois Xavier street.
Dobell, Hy.....	Dobell, Beckett & Co.....	Lumber Merchants	19 St. Sacrament street.
Dobell, W. M.....	John T. Donnelly & Co.....	Dry Goods and Commission M'rs.....	1 Place Royale.
Donnelly, John T.....	McCaskill, Dougall & Co.....	Manufacturers' Agent.....	20 Lemoine street.
Dougall, C. H.....	John Dougall & Son.....	Manufacturers Varnishes, &c	44 St. John street.
Dougall, Jas. S. N.....	Doull & Gibson.....	Printers.....	30 St. John street.
Dougall, J. R.....	.....	Wholesale Clothing.....	672 Craig street.
Doull, Wm.....	.....	.....	138 McGill street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Dowker, L. R.	Dowker, McIntosh & Co.	Wholesale Leather	70 St. Peter street.
Drake, Walter	Canada Sugar Refining Co	President	61 St. Gabriel street.
Drummond, Hon. G. A.	Drummond, McCall & Co.	Iron Merchants	39 St. Francois Xavier street.
Drummond, Geo. E.	Cumberland R'lway & Coal Co.	Secretary-Treasurer	Canada Life Building.
Drummond, H. R.	Canada Sugar Refining Co.	Iron Merchants	107 St. James street.
Drummond, M.	Drummond, McCall & Co.	Publishers, &c	39 St. Francois Xavier street.
Drummond, Thos. J.	The W. Drysdale Co. Ltd.	Dry Goods	Canada Life Building.
Drysdale, Wm.	Duchesneau, Duchesneau & Cie.	Exporters of Butter and Cheese	232 St. James street.
Ducharme, G. N.	Duckett, Hodge & Co.	Accountant	282 Richelieu street.
Duchesneau, Jos.	O. Dufresne, jr., & Frère	Lumber Merchants	293 St. Paul street.
Duckett, Frank	O. Dufresne, jr., & Frère	Coffee and Spice Merchant	55 William street.
Duff, J. M. N.	O. Dufresne, jr., & Frère	Lumber Merchants	Room 52 Imperial Building.
Duffy, J. J.	O. Dufresne, jr., & Frère	Lumber Merchants	375 St. Paul street.
Dufresne, C. A.	Dupuis Frères	Stock Broker	2388 Notre Dame street.
Dufresne, Ovide, jr.	Montreal Weaving Co.	Inspector	2388 Notre Dame street.
Dunlop, A. F.			Temple Building.
Dunlop, Graham C.			6 St. Sacrament street.
Dupuis, J. O.			1571 St. Catherine street.
Durnford, A. D.			Molson's Bank.
Duverger, Henri			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.
Entrevan, Eugene		Grain Shipper	101 Roy street.
Esdaile, C. B.	Wight & Esdaile	Grain and Freight Brokers	318 Board of Trade Building.
Esplin, George	G. & J. Esplin	Lumber	126 Duke street.
Evans, Alf. B.	Evans & Sons, Ltd.	Wholesale Druggists	39-45 St. Jean-Baptiste street.
Evans, F. W.	Wood & Evans	Insurance	268 St. James street.
Evans, Robert	Evans Bros.	Coal Merchants	268 St. James street.
Evans, William	Evans Bros.	Seedsman	91 McGill street.
Evans W. Herbert	Evans Bros.	Coal Merchants	268 St. James street
Ewing, A. S.	S. H. & A. S. Ewing	Coffee and Spices	55 Cote 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.	See 1 Merchants	142 McGill street.

Fairbairn, John	The Montreal Biscuit Co.....	Biscuit Manufacturers	158 Drummond street.
Farquharson, John .....	.....	Cheese Merchant	84 McGill street.
Farrell, M. J. ....	.....	Wines and Spirits	517 Board of Trade Building.
Fataux, G. ....	.....	Insurance Broker	420 St. Paul street.
Fetherstonhaugh, E.C.B.	.....	Wholesale Dry Goods	76 St. Francois Xavier street.
Ferguson, D. ....	.....	Commission Agents	17 Victoria Square.
Ferguson, John S.	J. S. & D. Ferguson.	Commission Agents	13 Hospital street.
Ferguson W. B.	A. G. McBean & Co	Grain	509 Board of Trade Building.
Ferns, P. W.	Peter Ferns & Son	Stevodore	1513 Ontario street.
Foisy Thos. F. G.	The Thos. F. G. Foisy Mfg. Co.	Pisauo Manufacturers	214 Papineau avenue.
Foley, M.S.	"The Journal of Commerce"	Printer and Publisher	171 St. James street.
Forde, Thos. ....	.....	Builder	277 Bieury street.
Forget, L. J.	L. J. Forget & Co.	Stock Brokers	1715 Notre Dame street.
Forget, R.	L. J. Forget & Co.	Stock Brokers	1715 Notre Dame street.
Forman, Jno. ....	.....	Cigar Manufacturer	644 Craig street.
Fortier, J. M. ....	.....	Manufacturers of Wall Paper	149 St. Maurice street.
Foster, F. S.	Watson, Foster & Co.	Manufacturers of Wall Paper	Ontario street.
Fowler, Fred. ....	.....	Produce Exporter	604 St. Paul street.
Fraser, A. D.	Fraser, Viger & Co.	Grocers and Wine Merchants	209 St. James street.
Fraser, D. Torrance .....	.....	Accountant	504 Board of Trade Building.
Fraser, Donald .....	.....	Commission	423 Board of Trade Building.
Fraser, George B.	S. Greenshields, Son & Co.	Wholesale Dry Goods	17 Victoria square.
Fraser, John .....	.....	Manufacturers' Agent	43 St. Sacrament street.
Fraser, N. J.	Johnston Line	Manager	Board of Trade Building.
Freeman, Major. ....	.....	Produce Exporter	1-3 Metcalfe street.
Freomecke, A. U. H. ....	.....	Produce Exporter	36 St. Peter street.
Fulton, J. N.	Fulton & Richards	Scales	1738 Notre Dame street.
Fyfe, James .....	.....	.....	496 St. Paul street.
Gagnon, A. E.	With W. W. Ogilvie	Miller	Cor. Port and Foundling streets.
Galbraith, Wm	Carter, Galbraith & Co	Wholesale Grocers	28 St. Peter street.
Galibert, Emile	Calixte Galibert & Son	Hides and Wools	329 St. Catherine street.
Gardner, Jas	Hodgson, Sumner & Co	Wholesale Dry Goods	347 St. Paul street.
Gardner, R.	R. Gardner & Son	Novelty Iron Works	40 Nazareth street.
Gardner, W. S.	Machinery Supply Association.	Manager	401 Board of Trade Building.
Garth, Charles .....	.....	Manufacturers	Windsor Hotel.
Garth, Henry W.	Garth & Co.	Manufacturers	536 Craig street.
Garth, John H.	Garth & Co.	Manufacturers	536 Craig street.
Garratt, Robt. A. ....	.....	Wholesale Dry Goods	113 Hutchison street.
Gault, A. F.	Gault Bros. Co. Ltd.	Wholesale Dry Goods	21 St. Helen street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Gault, C. E.	Merchants Bank of Canada.	Insurance Broker.	17 St. John street.
Gault, John	Gault Bros. Co. Ltd.	Assistant General Manager.	Cor. St. James and St. Peter streets.
Gault, Leslie H.	Mark Fisher, Sons & Co.	Wholesale Dry Goods.	21 St. Helen street.
Gaunt, R. L.	"Gazette"	Woollens, &c.	Cor. Victoria Square and Craig street
Gear, Wm. I.	R. Reford & Co.	Steamship Agents.	St. Francois Xavier street.
Geoffrion, L. E.	L. Chaput, Fils & Cie.	Wholesale Grocers.	25 St. Sacrament street.
Gilbert, P. H.	The Gilbert Blast'g & D'g Co.	General Merchants.	2 De Bresoles street.
Gillespies, J. A.	Gillespies & Co.	Wholesale Grocers.	404 Board of Trade Building.
Gilmour, Daniel	Chase & Sauborne.	Coffee Manufacturers.	12 St. Sacrament street.
Gilmour, W. B.	Gilmour Bros. & Co.	Grain Exporter.	435 St. Paul street.
Girard, Auguste.	Girard & Labonté.	Commission.	485 St. Paul street.
Gnaedinger, E. W.	L. Gnaedinger, Son & Co.	Wholesale Hatters and Furriers.	22 St. John street.
Goode, John B.	W. S. Goodhugh & Co.	Hardware Agent.	14 William street.
Goodhugh, W. G.	W. S. Goodhugh & Co.	General Merchants.	94 St. Peter street.
Goodhugh, W. S.	John Gordon & Son.	General Merchants.	317 Board of Trade Building.
Gordon, James R.	Gordon, L. A.	General Merchants.	207 Board of Trade Building.
Gordon, L. A.	P. Grace & Co.	Wholesale Grocers.	207 Board of Trade Building.
Gould, O. M.	Graham, Geo.	Grocer.	17 DeBresoles.
Grace, P.	Graham, Hugh.	Publishers.	209 Commissioners street.
Grafton, F. B.	Graham & Co.	Local Freight Agent.	140 Laval ave.
Graham, A. F.	Grand Trunk Railway	Foreign Freight Agent.	1357 Notre Dame street.
Graham, Geo.	Grand Trunk Railway	General Freight Agent.	250 St. James street.
Grand	Grand Trunk Railway	Eastern District Freight Agent.	2448 St. Catherine street.
Trunk	Grand Trunk Railway	Stationers.	2448 St. Catherine street.
Ry.	Granger Frères	Butter and Cheese.	163 St. James street.
Grange, H. P.	Montreal Watch Case Co.	Stock Case Manufacturers.	Chaboillez square.
Granger, Flavien J.	Canadian Rubber Co.	Secretary-Treasurer.	12 Board of Trade Building.
Grant, A. W.		Live Stock and Insurance Agent.	12 Board of Trade Building.
Grant, C. H. A.			12 Board of Trade Building.
Grant, John G.			130 St. Pierre street.
Gravel, J. O.			12 Board of Trade Building.
Green, Michael M.			Coteau Landing.
			1699 Notre Dame street.
			37 William street.
			125 Vitreé street.
			32 St. John street.
			333 St. Paul street.
			"E" Board of Trade Building.

Green, F. Hilton	Wilson & Green	Phosphates	30 St. Francois Xavier street.
Greene, E. K.	Greene, Sons & Co	Wholesale Furs.....	32 Redpath street.
Greene, E. K., Jr.....	Greene, Sons & Co	Wholesale Furs.....	517 St. Paul street.
Greene, Geo. A	S. Greenshields, Son & Co.....	Wholesale Dry Goods	17 St. Paul street.
Greenshields, Edw. B.....	Jacques Grenier & Co.....	Wholesale Dry Goods	292 St. Paul street.
Grier, Jacques	Miller & Griffith.....	Accountants	92 St. Francois Xavier street.
Griffith, John J	Chas. Gurd & Co	Aerated Waters.....	Sherbrooke, Que.
Gurd, Charles	Can. Fire Underwriters' Ass'n. J. & T. Bell	Secretary	424 Beard of Trade Building.
Hadriell, Alf. W.	Merchants Bank of Canada	Boots and Shoes.....	178 Inspector street.
Hagar, John T.	M. McKenzie & Co	General Manager	Cor. St. James and St. Peter streets.
Hague, Geo	Hy & N. E. Hamilton	Accountant.....	43 St. Sacrament street.
Hains, John McD.....	with James McCready & Co.....	Importers	4 Grey Nun street.
Hamilton, Alex	Robt. Hampson & Son	Dry Goods.....	Cor. St. Catherine and Peel streets.
Hamilton, Hy	Robt. Hampson & Son	Boots and Shoes	10 St. Peter street.
Hammill, Jno.....	Robt. Hampson & Son	Insurance	39 St. Sacrament street.
Hampson, Harold	Montreal Warehousing Co.	Warehouse	39 St. Sacrament street.
Hampson, R	M. Hannan & Co	Produce Merchants	234 Wellington street.
Hanna, George H	Hanson Bros	Financial Agents	185 St. James street.
Hannan, M	Greening Wire Co	Wire Goods.....	422 St. Paul street.
Hanson, Edwin	Hanson Bros	Financial Agents	185 St. James street.
Hanson, Jos. H	Hudson Bay Co	Secretary Sub-Committee	418 Board of Trade.
Hanson, Wm	Harling, Ronald & Co.....	Shipping Agents	213 Commissioners street.
Hardisty, Joseph.....	Witness	Manufacturers' Agent	Cor. Craig and St. Peter streets.
Harling, Thos.....	with E. L. Bond	Insurance Broker	136 McGill street.
Harper, Jas.....	Hart & Tuckwell.....	Wholesale Fruits.....	30 St. Francois Xavier street.
Harrower, Robert .....	.....	Chemist	161 McGill street.
Hart, C. T.	Brodie & Harvie	Coal	1780 Notre Dame street.
Hart, Frank J	Lake of the Woods Milling Co.	Flour Merchants.....	222 St. James street
Harte, James A	D. Hatton & Co	10-12 Bleury street.	27 Board of Trade Building.
Hart, Geo. F	Grand Trunk Railway Co.....	Fish and Canned Goods	18 Bonsecours street.
Havrie, R	Guardian Fire and Life Ass. Co.	General Manager	130 St. Etienne street.
Hastings, W. A	Merchants Bank of Canada.....	Manager	181 St. James street.
Hatton D	Hudon, Hébert & Cie	Superintendent of Branches.....	205 St. James street.
Hays, Charles M	Hudon, Hébert & Cie	Wholesale Grocers	41 St. Sulpice street.
Heaton E. P .....	.....	Wholesale Grocers	41 St. Sulpice street.
Hebécou Edward F .....	.....	Hardware	297 St. Paul street.
Hébert, Albert .....	.....	
Hébert, Charles P .....	.....	
Hébert, L. H .....	.....	

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Hébert, Zéphirin.	Hudon, Hébert & Cie.	Wholesale Grocers.	41 St. Sulpice street.
Helbronner, Jules	"La Presse"	Editor	71 St. James street.
Hemslay, R.	L. H. & O. L. Heneault	Jeweller.	255 St. James street.
Heneault, Louis H.	Henderson Bros	Lumber Merchants.	36 Napoleon street.
Henderson, D. H.	R. Henderson & Co.	Dry Goods	342 William street.
Heney, Edw. N.	E. N. Heney & Co.	Wholesale Mfrs. Carriages, etc	323 St. James street.
Henry, A. C.	Can. Pacific Railway	Purchasing Agent.	337 St. Paul street.
Henshaw, Fred. C.	"Herald"	Commission	Windsor Station.
Henshaw, F. W.	Hersey, Hersey Mfg. Co., Ltd.	34 Street Ry. Building.	34 Street Ry. Building.
Hersey, Randolph.	Hickey, J. N.	Mfrs. of Iron Nails, etc.	141 St. James street.
Hiam Thos	Higginson, Alex. T.	Insurance	520 Board of Trade Building
Hickey, J. N.	Hill, J. W.	Warehouseman	14 Place d'Armes.
Hill, J. W.	R. C. Jamieson & Co.	Varnishes, Paints, Oils, etc.	90 Mackay street.
Hird, Samuel.	McIntyre, Son & Co.	Wholesale Dry Goods	13 St. John street.
Hishop, D. S.	Hislop & Hunter.	Produce Commission Merchants	48 William street.
Hocfor, D.	Thos. May & Co.	Produce Commission Merchants	13 Victoria square.
Hodge, Geo.	Duckett, Hodge & Co.	Produce Merchants	235 Commissioners street.
Hodges, J. H.	J. H. Hodges & Co.	Produce Merchants	240 McGill street.
Hodgson, Arthur.	Hodgson Bros	Manufacturers' Agents	55 William street.
Hodgson, Henry.	Hodgson Bros	Produce Merchants	Temple Building.
Hodgson, Jonathan.	Hodgson, Sumner & Co.	Produce Merchants	67 William street.
Hodgson, Thos. E.	Hodgson, Sumner & Co.	Dry Goods, Small wares, etc	67 William street.
Hogan, Henry	St. Lawrence Hall	Dry Goods, Small wares, etc.	349 St. Paul street.
Hogg, W. L.	A. Holden & Co	Proprietor	349 St. Paul street.
Holden, Albert.	The Ames, Holden Co., Ltd.	Rails, etc.	139 St. James street.
Holden, J. C.	J. Hutton & Co	President.	395 Notre Dame street.
Holland, Chas.	Winn & Holland	114 St. François Xavier street.	114 St. François Xavier street.
Holland, Philip H.	Wm. Dow & Co	General Merchants	43 Victoria square.
Hooper, Angus W.	Wm. Dow & Co	Brewers, etc	15 St. Helen street.
Hooper, Geo. R.	John Hope & Co	General Merchants	49 St. François Xavier street.
Hope, Chas G.	R. T. Hopper & Co	Asbestos, Phosphates, etc	2056 Notre Dame street
Hopper, R. T.	Can. Pac. Telegraph Co.	Manager	2056 Notre Dame street.
Hosmer, C. R.	Bank of Toronto	Manager	18 St. Alexis street,
How, Thos. F.		314 Board of Trade Building	314 Board of Trade Building
		262 St. James street.	4 Hospital street.

Howell, A. W. D.....	Brophy, Cains & Co.....	Wholesale Dry Goods	23 St. Helen street.
Hughes, H. H. F.....	Caverhill, Hughes & Co.....	Wholesale Grocers	309 Commissioners street.
Hughes, J. W.....	.....	Plumbing, etc.....	2 St. Antoine street.
Hunsicker, J. E.....	.....	Commission Merchant	22 Foundling street.
Huot, Lucien.....	.....	Grain, etc.....	586 Sherbrooke street.
Hurtubise, A. L.....	A. L. Hurtubise & Co.....	Millers	32 St. Nicholas street.
Hutchison, Wm.....	McKay Milling Co.....	Accountants.....	Ottawa, Ont. London, Ont. 157 St. James street.
Hyde, Geo.....	McIntosh & Hyde.....	Merchant	8 Place Royale. 138 St. James street. Windsor Hotel.
Inglis, James.....	.....	Live Stock.....	Hochelega Stock Yards.
Irish, D. T.....	Gordon & Ironside.....	Hardware Mfrs. and Founders.....	139 Prince street.
Ironsides Robert.....	H. R. Ives & Co.....	Varnishes, Paints, Oils, etc.....	13 St. John street.
Ives, H. R.....	.....	Forwarders.....	217 Common street.
Jamieson R. O.....	R. O. Jamieson & Co.....	Manufacturing Chemists	200 Mountain street
Jaques, C. A.....	G. E. Jaques & Co.....	Insurance Agent and Broker	Canada Life Building.
Johnson, Chas. M.....	Wells, Richardson Co.....	Manager.....	53 St. Francois Xavier street.
Johnson, Chas. R. G.....	.....	Local Director	207 St. James street.
Johnson, Wm.....	Confederation Life Association.....	S. S. Agents	Board of Trade Building. Board of Trade Building.
Johnston, H. J.....	Johnston SS. Line.....	Wholesale Dry Goods	26 St. Helen street.
Johnston, H. G.....	Johnston SS. Line.....	Flavoring Extracts and Grocers.....	389 St. Paul street.
Johnston, Wm.....	Wm. Johnston Co. Ltd.....	Importers	198 McGill street.
Johnston, W. Stewart.....	James Johnston & Co.....	Real Estate Agent	16 St. Sacrament street.
Jonas, Henri.....	Henri Jones & Co.....	Real Estate.....	868 Dorchester street.
Jones J. H.....	J. H. Jones & Co.....	Confectioner	Phillips square.
Joseph, Hy.....	.....	Flour and Grain	512 Board of Trade Building.
Joseph, Horace.....	.....	Insurance Agent.....	117 St. Francois Xavier street.
Joseph, J. H.....	.....	Civil Engineer.....	57 Common street.
Joyce, Alfred.....	.....	Steamship Agents.....	8 Place Royale.
Judge, Edgar.....	.....	.....	.....
Kavanagh, Walter.....	.....	.....	.....
Kennedy, John.....	Harbor Commissioners.....	.....	.....
Kennedy, Murray.....	McLean, Kennedy & Co.....	.....	.....

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Kennedy, F.	Bank of Nova Scotia.	Manager	130 St. James street.
Kent, A. L.	Kent & Turcotte	Accountants	Banque du Peuple Building. 235 William street.
Kerr, James	Kerry, Watson & Co.	Druggists	351 St. Paul street.
Killoran, John	Bushnell Co., Ltd.	Oils	136 McCord street.
Kilpin, Geo. J.	Warden King & Son.	Manufacturers	125 Board of Trade Building.
King, Col. Chas.	Montreal Transportation Co.	Secretary	Spencerwood, Que.
King, James C.	William's Manufacturing Co.	Secretary	637 Craig street.
Kinghorn, G. M.	Kingman, Brown & Co.	Steamship Agents	14 Place Royale.
Kinghorn, R. S.		Importer Wines and Spilts.	St. Henri.
Kingston, Abner		Produce and Com. Merchants	14 Place Royale.
Kinloch, Wm.		Produce and Com. Merchants	25 Hospital street.
Kirkpatrick, John E.	Kirkpatrick & Cookson	Produce and Com. Merchants	160 Metcalfe street.
Kirkpatrick, J. J.	Kirkpatrick & Cookson	Importers	22 William street.
Kissock, Wm.	Caverhill & Kissock	Steel Merchants	22 William street.
Knowles, W. M.	W. M. Knowles & Co.	Wholesale Druggists	91 St. Peter street.
Knox, James W.	Lyman, Knox & Co.	Commission	9 Place Royale.
Kobl, G. A.	E. & S. H. Thompson		374 St. Paul street.
Labatt, Theo.	St. Lawrence Sugar Refining Co	Vice-President	26 St. Sulpice street.
Labbé, George H.	G. H. Labbé & Co.	Furniture Mfrs	26 St. Sulpice street.
Labelle, Gustave		Grain Inspector	346 Délorimier avenue.
Labelle, Hospice		Wholesale Grocers	8 Dorchester street.
Lacaille, Chas.	Charles Lacaille & Cie	Forwarders	223 Commissioners street.
Laframboise, E.	Siencennes McNaughton Line		329 St. Paul street.
Laframboise, C. Arthur		Pork and Beef Packers	209 Commissioners street.
Laing, James N.	Laing Packing & Prov. Co.	Pork and Beef Packers	22 Victoria square.
Laing, John D.	Laing Packing & Prov. Co.	Pork and Beef Packers	839 St. Catherine street.
Laing, Peter	Laing Packing & Prov. Co.	Pork and Beef Packers	839 St. Catherine street.
Lalonde, Armand	Boston & Maine Ry	Can. Pass. & Ft. Agent	839 St. Catherine street.
Lamb, Thos.		Leather	124 St. James.
Lamontagne, H.	Hector Lamontagne & Co.	Biscuits and Confectionery	23 Chaboillez street.
Lang, H. H.	The Lang Manufacturing Co.	Produce Merchants	304 St. Paul street.
Langlois, Chas.	Charles Langlois & Cie		28 St. Monique street.
			241 St. Paul street.

Langwell, G. H.	Boot and Shoe Manufacturers	10 Dorchester street.
Lapierre, Z.	Wholesale Grocers	294 St. Paul street.
Laporte, Martin & Co.	Hardware, &c.	72 St. Peter street.
Larivière Fred. C.	Carriages and Sleighs	521 St. Lawrence street.
Larmonth Fred. M.	Cashier	27 Common street.
Latimer, R. J.	Crockerly Importers	147a McGill street.
Lavers, A. H.	General Merchants	126 St. James street.
Lavolette, D.	Liquidator	339 St. Paul street.
Law, Jas.	Manufacturers	28 St. John street.
Law, Robt.	Wholesale Hardware	521 Board of Trade Building.
Lawrence, W. V.	Provisions	356 St. Antoine street.
Learmont, Joseph B.	Ship liners, etc	89 St. Peter street.
Lebel, J. P.	Manufacturers	69 Commissioners street.
Leblanc, Edouard L.	Manufacturers	L'Epiphanie, Que.
Lee, John	Manufacturers	207 Commissioners street.
Lefebvre, Michel.	Manufacturers	80 Papineau avenue.
Lefebvre, M. Theodore	Manufacturers	80 Papineau avenue.
Lefebvre, M. Theodore	Boots and Shoes	80 Papineau avenue.
Leger, O.	Lumber	1763 Notre Dame street.
Leggat, Jas.	Cordeage and Commission	724 Craig street.
Lemay, E. H.	Manufacturers Agents	107 St. James street.
Lemessurier, W. M.	Hardware	43 Common street.
Leslie W. S.	Wholesale Hardware	515 Board of Trade Building.
Letang, C. L.	Wholesale Hats and Furs	287 St. Paul street.
Letourneau, C. H.	Wholesale Hardware	259 St. Paul street.
Little Leonard G.	Wholesale Grocers	4193 Boulevard, Westmount.
Little Wm.	Wholesale Grocers	Westmount Avenue
Levin, B.	Wholesale Grocers	491 St. Paul street.
Lewis, Fred. O.	Wholesale Grocers	30 St. Sulpice street.
Lewis, G.	Wholesale Grocers	1886 Notre Dame street.
Lewis, Lansing	Wholesale Grocers	185 St. James street.
Lewis, W. F.	Wholesale Grocers	13 St. John street.
Liffiton, C. A.	Wholesale Grocers	126 Queen street.
Liffiton, W. T.	Wholesale Grocers	30 St. Antoine street.
Lightbound, Geo.	Wholesale Grocers	13 St. John street.
Lilly, E. A.	Wholesale Grocers	1762 Notre Dame street.
Linton, R.	Wholesale Grocers	Corner Lemoine and St. Helen streets
Livingston, J. M., M.P.	Wholesale Grocers	Baden, Ont.
Lockerby, A. L.	Wholesale Grocers	Cor. St. Peter and St. Sacramento sts.
Lockerby, D. L.	Wholesale Grocers	Cor. St. Peter and St. Sacramento sts.
Lockerby, W. W.	Wholesale Grocers	Cor. St. Peter and St. Sacramento sts.
Lomer, Gerald	Wholesale Grocers	43 St. Sacramento street.
Lovelace, E. M.	Coal	30 St. Lambert Hill.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Lovell, R. K.	John Lovell & Son.	Publishers	25 St. Nicholas street.
Loynachan, Donald H.	Loynachan & Scriver	Produce.	321 Commissioners street.
Luttrell, Jos	Joseph Luttrell & Co.	Manufacturers Confectionery, etc.	680 Albert street.
Lynn, Peter.	Peter Lynn & Sons.	Contractors.	88 King street.
Lyman, Chas.	Lyman, Knox & Co.	Wholesale Druggists	374 St. Paul street.
Lyman, Fred. G.	Lyman, Knox & Co.	Wholesale Druggists	374 St. Paul street.
Lyman, Henry H.	Lyman, Sons & Co	Wholesale Druggists	380 St. Paul street.
Magor, John	John Magor & Son.	Produce	14 Hospital street.
Magor, John H.	Frank Magor & Co.	Manufacturers' Agents.	16 St. John street.
Magor, Victor.	John Magor & Son	Produce.	14 Hospital street.
Major, E. J.	Major Manufacturing Co.	Manager.	34 St. Francois Xavier street.
Malone, J. C.		Hay and Grain.	Three Rivers, Que.
Mara, Albert.		Chemist	201 St. Antoine street.
Mand Eric			151 St. James street.
Marceau, E. D.	L. Chaput, Fils & Cie	Wholesale Grocers.	6 De Bresoles street.
Mariotti, C.		Marble and Granite Works.	13 Beaver Hall bill.
Marling, J. W.	Canada Life Insurance Co.	Life Assurance	Cor. St. James and St. Peter streets.
Marsan, Wilfrid.			17 Board of Trade Building.
Martin, J. B. A.	Laporte, Martin & Cie	Wholesale Grocers.	72 St. Peter street.
Martin, P. P.	P. P. Martin & Co.	Wholesale Dry Goods.	345 St. Paul street.
Martin, Hy. K.	John Martin, Sons & Co	Manager.	455 St. Paul street.
Mason, Hy.	"Trade Bulletin"	Publisher.	I Board of Trade Building.
Massoy, F.	Gurney-Massey Co	President.	
Masson, D.	D. Masson & Co.	Wholesale Grocers	385 St. Paul street
Mathewson, S. J. A.	J. A. Mathewson & Co.	Wholesale Grocers	326 St. Paul street.
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, A. C.	R. G. Dun & Co.	The Mercantile Agency	107 St. James street.
Mathews, J. E.	Lymburner & Mathews.	Brass Founders.	21 St. David lane.
May, Frank	Thomas May & Co.	Wholesale Dry Goods	240 McGill street.
May, Gustave C.	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.....	37 Board of Trade Building.
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.
Meredith, J. S.....	Merchants' Bank of Canada.....	Local Manager.....	205 St. James street.
Michaud, Alex.....	Michaud Bros. & Co.....	Grain Merchants.....	203 Board of Trade Building.
Miles, Henry.....	Leeming, Miles & Co.....	Importers Druggists' Specialties.....	53 St. Sulpice street.
Millar, William R.....	Robert Moat & Co.....	Stock Brokers.....	12 Hospital street.
Milloy, John J.....	Minto, Wm.....	Tailor.....	2301 St. Catherine street.
Mitchell, Alex.....	Mitchell, Alex.....	Secretary-Treasurer.....	Westmount.
Mitchell, James M.....	Mitchell, Alex.....	Produce.....	22 St. John street.
Mitchell, Jno.....	Real Estate.....	Real Estate.....	214 St. James street.
Molson, H. Markland.....	Molsons Bank.....	Accountant.....	43 St. Sacrament street.
Molson, J. T.....	J. H. R. Molson & Bros.....	Assistant Manager.....	200 St. James street.
Molson, J. W.....	Molson & Sexton.....	Ale and Porter.....	1006 Notre Dame street.
Moncel, G. N.....	Estate Masson.....	General Insurance Agents.....	101 St. Francois Xavier street.
Mongenais, J. B. A.....	Dufresne & Mongenais.....	Manager.....	13 St. James street.
Monk, C. D.....	J. S. Bache & Co.....	Grocers.....	221 St. James street.
Montreal Elevating Co.....	T. F. Moore & Co.....	Stock Brokers.....	16 St. Sacrament street.
Moore, T. F.....	Henry Morgan & Co.....	Coal and Wood.....	7 Place Royale.
Morgan, James.....	Henry Morgan & Co.....	Dry Goods, etc.....	1099 Mignonne street.
Morgan, C. D.....	Morin & Co.....	Dry Goods, etc.....	St. Catherine street.
Morin, Charles A.....	Morin & Co.....	Agents.....	St. Catherine street.
Morin, L. E.....	D. Morrice, Sons & Co.....	Agents.....	107 St. James street.
Morrice, D.....	D. Morrice, Sons & Co.....	Wholesale Dry Goods.....	107 St. James street.
Morrice, D. J.....	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.....	Union Assurance Co.....	Wholesale Dry Goods.....	1875 Notre Dame street.
Morrissey, T. L.....	Temple Electric Co.....	Manager.....	79 St. Francois Xavier street.
Morton, Chas.....	Morton, Phillips & Co.....	Manager.....	55 St. Francois Xavier street.
Morton, Henry.....	E. Frank Moseley & Co.....	Stationers.....	9 Chennerville street.
Moseley, E. Frank.....	N. K. Fairbank Co.....	Lard Refiners.....	1755 Notre Dame street.
Mossman Alex.....	E. W. Mudge & Co.....	Dry Goods.....	503 St. Paul street.
Mudge, E. W.....	D. A. McPherson & Co.....	Produce and Commission Merchant.....	185 Wellington street.
Muir, J. M. C.....	Wm. Muir & Son.....	Coal Merchants.....	5 St. Peter street.
Muir, William E.....	Munderloh & Co.....	Shipping and Com. Merchants.....	71 William street.
Munderloh, Hy.....	Stewart Munn & Co.....	Commission Merchants.....	300 Wellington street.
Munn, Stewart.....	Stewart Munn & Co.....	Commission Merchants.....	61 St. Sulpice street.
Munn, William A.....	Canada Paint Co.....	Manager.....	412 Board of Trade Building.
Munro, Robt.....			St. John's, Newfoundland.
			573 William street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Murray, H. E.....	Beaver Line Steamships.....	General Manager.....	18 Hospital street.
Murray, John C.....	Canada Shipping Co.....	Ship Liner.....	8 Place Royale.
Murray, W. G.....	Lyman, Knox & Co.....	Steamship Agents.....	18 Hospital street.
Mussell, Wm.....	W. W. & H. S. Mussen.....	Druggists.....	376 St. Paul street.
Mussen, H. S.....	Gault Bros. Co., Ltd.....	Dry Goods, Carpets, Oilcloth, etc.....	1653 Notre Dame street.
Macartney, Hy.....	Sun Life Assurance Co.....	Wholesale Dry Goods.....	21 St. Helen street.
Macaulay, Robertson.....	Sun Life Assurance Co.....	Manager.....	1766 Notre Dame street.
Macaulay, Thomas B.....	Sun Life Assurance Co.....	Secretary.....	1766 Notre Dame street.
Macdonald, Alex. E.....	Canada Paper Co.....	Paper Makers.....	St. Johns, Que.
Macfarlane, John.....	Macintosh & Hyde.....	Accountants.....	578 Craig street.
Mcintosh, John.....	MacKay Bros.....	Wholesale Dry Goods.....	157 St. James street.
MacKay, R.....	Royal Insurance Co.....	Assistant Manager.....	1709 Notre Dame street.
MacKay, W.....	J. G. McKenzie & Co.....	Wholesale Dry Goods.....	Place d'Armes square.
Mackenzie, J. W.....	John Maclean & Co.....	Wholesale Dry Goods.....	1225 Dorchester street.
Mackenzie, Hector.....	Bank of Montreal.....	Wholesale Dry Goods.....	381 St. Paul street.
Maclean, John.....	Alexander Macpherson & Son.....	Wholesale Dry Goods.....	1837 Notre Dame street.
Macnider, A.....	Lonsdale, Reid & Co.....	Chief Inspector.....	109 St. James street.
Macpherson, Alex.....	D. Torrance & Co.....	Hardware Merchants.....	378 St. Paul street.
Macpherson, A. B.....	Alex. McArthur & Co.....	Steamship Agents.....	18 St. Helen street.
Macpherson, W. M.....	Colin McArthur & Co.....	Paper Mills.....	Quebec, Que.
McArthur, Alex.....	Colin McArthur & Co.....	Wall-paper Manufacturers.....	6 Lemoine street.
McArthur, Colin.....	Colin McArthur & Co.....	Wall-paper Manufacturers.....	1030 Notre Dame street.
McArthur, D. J.....	McArthur, Corneille & Co.....	Paints, Oils, etc.....	1030 Notre Dame street.
McArthur, James C.....	A. G. McBean & Co.....	Produce.....	312 St. Paul street.
McBean, A. G.....	George McBean & Co.....	Wholesale Fruit.....	509 Board of Trade Building.
McBean, Geo.....	Vipond, McBride & Co.....	Metal Merchants.....	208 Board of Trade Building.
McBride, Jas.....	Drummond, McCall & Co.....	S.S. Agents.....	261 Commissioners street.
McBride, John T.....	Peterson, Tate & Co.....	Varnishes, etc.....	307 Board of Trade Building.
McCall, James T.....	McCaskill, Dougall & Co.....	Coal.....	Canada Life Building.
McCarthy, T. R.....	Montreal Elevating Co.....	Accountant.....	223 Commissioners street.
McCaskill, D. A.....	Caledonian Iron Works.....	Manager.....	30 St. John street.
McCroory, P.....			93 William street.
McDonald, John.....			107 St. James street.
McDonald, W. C.....			1736 Notre Dame street.
McDougal, Alex.....			7 Place Royale.
McDougal, Edgar.....			196 Seigneurs street.
McDougal, James.....			223 Elm Avenue, Westmount.

McDougall, J. S.....	Montreal Elevating Co.....	Wholesale Dry Goods.....	7 Place Royale.
McDougall, R. W....	The Gault Bros. Co., Ltd.....	Manager.....	21 St. Helen street.
McDougall, Thos.....	Quebec Bank.....	Stock Broker.....	New York Life Building.
McEvers, D.....	McFarlane, Son & Hodgson.....	Wholesale Stationers.....	11 St. Sacrament street.
McFarlane, C. H.....	McFarlane, Son & Hodgson.....	Wholesale Stationers.....	636 Craig street.
McFarlane, David.....	Alex. McFee & Co.....	Grain Exporters.....	636 Craig street.
McFee Alex.....	Canadian Rubber Co.....	Manager.....	Board of Trade Building.
McGill, J. J.....	.....	Provision Merchant.....	333 St. Paul street.
McGillis, A. D.....	.....	.....	343 Commissioners street.
McGral, M. J.....	Commercial Union Ass. Co., Ltd.....	.....	1223 Dorchester street.
McGral, M. T.....	.....	.....	1223 Dorchester street.
McGregor, Jas.....	Dowker, McIntosh & Co.....	Leather.....	1731 Notre Dame street.
McHenry, George L.....	McIntyre, Son & Co.....	Wholesale Leather.....	63 Marlborough street.
McIndoe, F. C. A.....	McIntyre, Son & Co.....	Dry Goods.....	70 St. Peter street.
McIntosh, H. E.....	John Murphy & Co.....	Dry Goods.....	13 Victoria square.
McIntyre, Duncan.....	McKay Milling Co.....	Dry Goods.....	Cor. St. Catherine & Metcalfe streets.
McIntyre, Wm Cassils.....	.....	Millers.....	Ottawa, Ont.
McKay, George D.....	Hudson's Bay Co.....	.....	2732 St. Catherine street.
McKay, T. M.....	A. A. Ayer & Co.....	.....	421 Board of Trade Building.
McKay, W. Alex.....	J. C. McLaren Belting Co.....	Butter and Cheese.....	370 St. Antoine street.
McKenzie Peter.....	J. & R. McLea.....	.....	570 St. Paul street.
McKeown, James H.....	J. & R. McLea.....	Leather Belting.....	12 St. Peter street.
McKergow, John.....	McLea, Kennedy & Co.....	Baking Powder.....	292 St. James street.
McLagan, P. W.....	Montreal Transportation Co.....	General Merchants and S.S. Agents.....	583 St. Paul street.
McLaren, D. W.....	.....	General Merchants and S.S. Agents.....	25 Common street.
McLaren, W. D.....	Montreal Transportation Co.....	S.S. Agents.....	25 Common street.
McLea, John B.....	.....	.....	Board of Trade Building.
McLean, R. Paton.....	Montreal Transportation Co.....	.....	14 Place Royale.
McLean, Chas.....	Mills & McMaster.....	.....	Lancaster, Ont.
McLennan, Bartlett.....	.....	.....	City.
McLennan, Duncan.....	Montreal Rolling Mills Co.....	.....	14 Place Royale.
McLennan, Ewen.....	W. W. Ogilvie & Co.....	.....	Westmount.
McLennan, Hugh.....	W. McNally & Co.....	.....	185 St. James street.
McMaster, John A.....	W. McNally & Co.....	.....	Corner Port and Foundling streets.
McMaster, Wm.....	McNamee & Mann.....	.....	50 McGill street.
McMurry, S. A.....	D. A. McPherson & Co.....	.....	107 St. James street.
McNally, Geo.....	.....	.....	71 William street.
McNally, W.....	.....	.....	107 St. James street.
McNamee, F. B.....	.....	.....	.....
McPherson, D. A.....	.....	.....	.....
McShane, Hon. Jas.....	.....	.....	.....

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Nash, Fred.....	Broker.....	30 Hospital street.
Nelles, J. Widmer.....	303 St. James street.
Nelles, R. Campbell.....	303 St. James street.
Nelson, Albert D.....	Woodenware and Fancy Goods.....	63 St. Peter street.
Nelson, Fred. E.....	Woodenware and Fancy Goods.....	63 St. Peter street.
Nelson, Wm. J.....	Secretary-Treasurer.....	199 Commissioners street.
Newman, Frank W.....	Manufacturers' Agents.....	185 St. James street.
Newman, Thos. Henry.....	Wholesale Hardware.....	89 St. Peter street.
Nicholson E. M.....	209 Commissioners street.
Nield, E.....	Butter and Cheese.....	P. O. Box 854.
Nivin, Wm.....	Machinery, etc.....	61 William street.
Nolsn, W. H.....	Flour and Grain.....	356 Elm Ave, Westmount.
Norris, James S.....	Photographers.....	39 St. Sacrament street.
Notman, W. McF.....	14 Phillips square.
O'Brien, Jas. Hon.....	General Merchant.....	"H" Board of Trade Building.
O'Brien, R. A.....	Miller.....	Marshall, Mich.
Ogilvie, Albert E.....	Leather.....	Corner Port and Foundling streets.
Ogilvie, Alex. T.....	Miller.....	503 St. Paul street.
Ogilvie, W. W.....	General Traffic Manager.....	Corner Port and Foundling streets.
Olds, Geo.....	General Produce.....	Windsor Station.
Oliver, Jas.....	Flour.....	36 St. Peter street.
Oliver, Walter R.....	Lumber.....	206 Board of Trade Building.
O'Leary, John.....	Grocers.....	600 St. Urbain street.
Orsali, Alex.....	Commission.....	278 St. Paul street.
Osgood, C. N. D.....	Stock Brokers.....	15 Hospital street.
Oswald, W. R.....	15 Hospital street.
Packard, L. H.....	Manufacturers.....	162 McGill street.
Page, G. Sewell.....	Manufacturer of Furs.....	7 Victoria square.
Paine, Walter.....	Importers.....	3 Thornhill ave, Westmount.
Palmer, J. Wesley.....	1747 Notre Dame street.
Parker, E. W.....	39 St. Sacrament street.

Paterson, A. T.	A. T. Paterson & Co.	Insurance	35 St. Francois Xavier street.
Paterson, J. W.	Paterson Manufacturing Co.	Manufacturers	47 Murray street.
Paterson, R. M.	Paterson & Son.	Insurance	35 St. Francois Xavier street.
Paterson, W. S.	Wilson, Paterson & Co.	(General Merchants)	215 Board of Trade Building.
Paton, Hugh.	Shedden Co.	Railway Contractors.	Cor. NotreDame and St. Helen streets
Patrick, Joseph.			458 Guy street.
Paton, Thomas L.		Manufacturers' Agent	30 St. Francois Xavier street.
Patterson, John.	John Duncan & Co.	Importers of Teas.	450 St. Paul street.
Pattou, Jas.	With J. E. Hunsicker	Flour	22 Foundling street.
Paul, Frank.	Belding, Paul & Co.	Silk Manufacturers	296 St. James street.
Paul, Walter.		Grocer	2355 St. Catherine street.
Pease, E. L.	Merchants Bank of Halifax.	Manager.	1720 Notre Dame street.
Peck, James H.	Peck, Benny & Co.	Manufacturers	326 Board of Trade Building.
Peck, T.	Peck, Benny & Co.	Manufacturers	320 Board of Trade Building.
Peddie, R.		Grain Exporter	54 St. Francois Xavier street.
Pelton, G. S.		Commission	388 St. Paul street.
Penfield, W. A.	Otto E. Lohrke & Co.	Grain Exporters	405 $\frac{1}{2}$ Board of Trade Building.
Penfold, J.	Bank of British North America.	Manager	142 St. James street.
Penn, E. G.			315 Peel street.
Peverley, C.		Oils	127 Board of Trade Building.
Phelps, Geo. F.		Oysters, Game, Fish, etc.	56 Victoria square.
Philps, H. S.	N. Y. Cent. & Hud. Riv. R.R.	Agent.	137 St. James street.
Phillips, C. S. J.	Morton, Phillips & Co.	Stationers	1755 Notre Dame street.
Pillow, J. A.	Pillow & Hersey M'fg Co.	Mfrs. of Iron Rails, etc.	520 Board of Trade Building.
Pinder, John.	John Pinder & Co.	Importers	301 Board of Trade Building.
Pitt, George F.	Twitchell, Chapman & Co.		Portland, Me.
Flow, George S.		Manufacturers' Agents	301 St. James street.
Porteous, C. E. L.		Manager	33 Montreal Street Ry. Building.
Powell, W. B.	G. N. W. Tel. Co.	Piano Manufacturer	2 St. Sacrament street.
Pratt, L. E. N.	Banque d'Hochelega.	Manager	1676 Notre Dame street.
Prendergast, M. J. A.			107 St. James street.
"La Presse"		Customs Brokers	71 St. James street.
Prevost, Hector.	Hector Prevost & Co.	Manufacturer	36 Foundling street.
Prowse, George R.		Real Estate	224 St. James street.
Putnam, H. L.	J. C. Simpson & Co.	Iron and Metal Merchant	181 St. James street.
Pyke, James W.	James W. Pyke & Co.		35 St. Francois Xavier street.
Quintal, Joseph.		Grain and Hay	508 Board of Trade Building.
Quintal, Joseph Ed.	N. Quintal & Fils.	Wholesale Grocers	270 St. Paul street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Racine, Alphonse	Alphonse Racine & Co.	Wholesale Dry Goods	340 St. Paul street.
Ramsay, Alex.	A. Ramsay & Son	Paint Manufacturers	29 Recollet street.
Ramsay, W. M.	Standard Life Insurance Co.	Manager	157 St. James street.
Ransom, H. H.	T. W. Raphael & Co.	Grain and Flour Merchants	18 Melbourne ave, Westmount.
Raphael, H. W.	Guarantee Co. of N. America.	Vice-President	43 St. Sacrament street.
Rawlings, Ed.	Canada Sugar Refining Co.	Refiners	57 Beaver Hall Hill, Westmount.
Redfern, J. H.	Grand Trunk Ry. System	General Traffic Manager	39 St. Francois Xavier street.
Redpath, F. R.	Robert Reford & Co.	Steamship Agents	77 St. Etienne street.
Reed, John J.	Robert Reford & Co.	Steamship Agents	130 St. Etienne street.
Reeve, Geo. B.	H. H. Regan & Son.	Grocers	23 St. Sacrament street.
Reford, R.		Port Warden	4451 St. Catherine street.
Reford, R. W.		Railway Contractor	159 Commissioners street.
Regan, H. H.	Lonsdale, Reid & Co.	Wholesale Dry Goods	28 Canada Life Building.
Reid, Capt. Arch.	G. Reinhardt & Sons.	Brewers	18 St. Helen street.
Reid, R. G.	Fulton & Richards	Commission.	529 Hotel de Ville avenue.
Reid, William	Riddell & Common	Mercantile Agency, etc.	305 Board of Trade Building.
Reinhardt, Chas. S.	James J. Riley & Sons	Auditors	1738 Notre Dame street.
Rendell, James E.	James J. Riley & Sons	Land Surveyer	228 St. Paul street.
Rich. & Ont. Nav. Co.	James J. Riley & Sons	Insurance Brokers	22 St. John street.
Riddell, A. F.	James J. Riley & Sons	Insurance Brokers	New York Life Building.
Rielle, Jos.	Dominion Woollen Mfg Co.	Insurance Brokers	204 Board of Trade Building.
Riley, John E.	Harbour Commissioners	Manufacturers	204 Board of Trade Building.
Riley, J. J.	D. Robertson & Co.	Secretary-Treasurer	City.
Riley, J. J., Jr.	Rodgers, Robertson & Co.	Flour and Grain	57 Common street.
Robert, E. A.	G. Ross Robertson & Son	Oils	71 St. Peter street.
Robertson, Alex.	Austin & Robertson.	Insurance Brokers	134 Board of Trade Building.
Robertson, David	Andrew Robertson & Sons.	Coal Merchant	11 Hospital street.
Robertson, Duncan	G. Ross Robertson & Sons.	Wholesale Stationers	65 McGill street.
Robertson, G. Ross	Andrew Robertson & Sons.	Manufacturers' Agent	343 St. Paul street.
Robertson, Farquhar	G. Ross Robertson & Sons.	Insurance Brokers	523 Board of Trade Building.
Robertson, John	Robillard, Adolphe	Insurance Brokers	157 St. James street.
Robertson, John A.	Robillard, Joseph.	Insurance Broker	11 Hospital street.
Robertson, John A.		Produce	157 St. James street.
Robertson, W. Frew			1161 Notre Dame street.
Robertson, W. S.			

Robinson, G. W.	A. Robitaille & Co.	.....	.....	.....	212 St. Paul street.
Robitaille, J. A.	W. Rodden & Co.	.....	.....	.....	110 Ann street.
Rodden, Wm	The Gault Bros. Co., Ltd.	.....	.....	.....	21 St. Helen street.
Rodger, James	J. B. Rolland & Fils	.....	.....	.....	6 St. Vincent street.
Rolland, J. D.	J. B. Rolland & Fils	.....	.....	.....	6 St. Vincent street.
Rolland, Oct.	Harling, Ronald & Co	.....	.....	.....	213 Commissioners street.
Ronald, J. R.	Ronayne Bros.	.....	.....	.....	2027 Notre Dame street.
Ronayne, E. P.	.....	.....	.....	.....	8 Rosemount ave., Westmount.
Root, C. I.	Rose & Laflamme	.....	.....	.....	400 St. Paul street.
Rose, J. C.	Montreal Telegraph Co.	.....	.....	.....	4 St. Sacrament street.
Ross-Ross D	The D. W. Ross Co.	.....	.....	.....	514 Board of Trade Building.
Ross, D. W.	Geo. D. Ross & Co.	.....	.....	.....	648 Craig street.
Ross, Geo. D.	.....	.....	.....	.....	180 St. James street.
Ross, Hy. James	P. S. Ross & Sons	.....	.....	.....	1766 Notre Dame street.
Ross, James G.	P. S. Ross & Sons	.....	.....	.....	1766 Notre Dame street.
Ross, Philip S.	.....	.....	.....	.....	Montreal Street Railway Building.
Ross, W. G.	A. G. Ross & Co.	.....	.....	.....	157 St. James street.
Ross, W. R.	Tellier, Rothwell & Co.	.....	.....	.....	24 St. Dizier street.
Rothwell, Ed. E.	Carbray, Routh & Co	.....	.....	.....	195 Commissioners street.
Rorth, F. A.	J. H. Routh & Son.	.....	.....	.....	194 St. James street.
Routh, J. H.	.....	.....	.....	.....	185 St. James street.
Russell, Hugh	.....	.....	.....	.....	.....
Sabiston, A.	The A. Sabiston Litho. Co	.....	.....	.....	457 St. Paul street.
Sadler, Geo. W.	Sadler & Haworth	.....	.....	.....	Cor. William and Seigneurs streets.
Samuel, Thos	Thos. Samuel & Son.	.....	.....	.....	8 St. Helen street.
Sauvageau, T.	T. Sauvageau & Co.	.....	.....	.....	22 St. John street.
Savage, Ed. J.	Thompson Shoe Co.	.....	.....	.....	712 1/2 Craig street.
Savage, J. G.	Alf. Savage & Son	.....	.....	.....	168 McCord street.
Scheyer, Hermann S.	Hermann S. Scheyer & Co	.....	.....	.....	461 St. Paul street.
Sclater, C. P.	Bell Telephone Co	.....	.....	.....	30 St. John street.
Sclater, Wm.	Canadian Asbestos Mfg. Co.	.....	.....	.....	52 Foundling street.
Scholes, Francis	Canadian Rubber Co.	.....	.....	.....	332 St. Paul street.
Schultze, Ed.	Ed. Schultze, Son & Co.	.....	.....	.....	166 McGill street.
Schultze, John E.	Ed. Schultze, Son & Co.	.....	.....	.....	166 McGill street.
Schwob, M.	Schwob Bros.	.....	.....	.....	574 Craig street.
Scott, Henry C.	James Scott & Co	.....	.....	.....	87 St. Francois Xavier street.
Scott, Jas	A. A. Ayer & Co.	.....	.....	.....	132 St. Antoine street.
Scott, Jno. H.	Wm. Dow & Co	.....	.....	.....	570 St. Paul street.
Scott, J. P.	McKay Milling Co.	.....	.....	.....	2056 Notre Dame street.
Scott, Wm.	.....	.....	.....	.....	Ottawa, Ont.
Grocers	.....	.....	.....	.....	.....
Iron Founders	.....	.....	.....	.....	.....
Wholesale Dry Goods	.....	.....	.....	.....	.....
Wholesale Stationers	.....	.....	.....	.....	.....
Steamship Agents	.....	.....	.....	.....	.....
Boots & Shoes	.....	.....	.....	.....	.....
Lumber	.....	.....	.....	.....	.....
Manufacturers' Agents	.....	.....	.....	.....	.....
Secretary and Treasurer	.....	.....	.....	.....	.....
Wholesale Grocers	.....	.....	.....	.....	.....
Commission Merchants	.....	.....	.....	.....	.....
Accountant	.....	.....	.....	.....	.....
Accountants	.....	.....	.....	.....	.....
Accountants	.....	.....	.....	.....	.....
Accountant	.....	.....	.....	.....	.....
Real Estate	.....	.....	.....	.....	.....
Manufacturers	.....	.....	.....	.....	.....
Shipping and Coal	.....	.....	.....	.....	.....
Assurance Agents	.....	.....	.....	.....	.....
Leather Belting	.....	.....	.....	.....	.....
Commission	.....	.....	.....	.....	.....
Brokers	.....	.....	.....	.....	.....
Boots and Shoes	.....	.....	.....	.....	.....
Oil Presses, etc.	.....	.....	.....	.....	.....
Importers and Manufacturers	.....	.....	.....	.....	.....
Secretary Treasurer	.....	.....	.....	.....	.....
Manager	.....	.....	.....	.....	.....
Managing Director	.....	.....	.....	.....	.....
Importers & Manufacturers' Agts	.....	.....	.....	.....	.....
Importers & Manufacturers' Agts	.....	.....	.....	.....	.....
Manufacturers	.....	.....	.....	.....	.....
Stock Broker	.....	.....	.....	.....	.....
Grain and Hay	.....	.....	.....	.....	.....
Exporters Butter and Cheese	.....	.....	.....	.....	.....
Brewers	.....	.....	.....	.....	.....
Millers	.....	.....	.....	.....	.....

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Seath, David	The Perrault Printing Co.	President and Manager.	73 St. James street.
Seath, W.	Robt. Seath & Son	Merchant Tailors.	1817 Notre Dame street.
Sexton, D. Morgan.	Molson & Sexton	Insurance Brokers	101 St. Francois Xavier street.
Shallice, F. D.	"Le Moniteur du Commerce"	Proprietor	43 St. Gabriel street.
Shanly, Walter	James Linton & Co.	Civil Engineer	139 St. James street.
Sharpe, Ed. S.	Canadian Pacific Ry.	Boots and Shoes.	187 Victoria square.
Shaughnessy, Thos. G.	Mercantile Bank of Canada.	Vice-President.	Windsor Station.
Shaw, Frank Ross.		Grain and Produce	209 Commissioners street.
Shaw, Robert.		Inspector	Cor. St. Peter and St. James streets.
Shaw, Thomas.		Produce	34 St. Peter street.
Shearer, James		Lumber	172 Shearer street.
Shearer, James T.	Shearer, Brown & Co.	Saw and Planing Mills	172 Shearer street.
Shearer, John S.	J. S. Shearer & Co.	Manufacturers' Agents.	429 Board of Trade Building.
Shields T. F.	Yost & Co.	Cheese Exporters	604 St. Paul street.
Shorey, C. L.	H. Shorey & Co.	Clothing Manufacturers	1870 Notre Dame street.
Shorey, S. O.	H. Shorey & Co.	Clothing Manufacturers	1870 Notre Dame street.
Silverman, Simon.	Silverman, Boulter & Co.	Wholesale Furriers	495 St. Paul street.
Simms, Francis H.			43 St. Sacrament street.
Simms Robert.			43 St. Sacrament street.
Simpson, Geo.	Royal Insurance Co.	Stock Broker	Notre Dame street.
Simpson, Geo. W.		Produce	11 St. Sacrament street.
Simpson, John.	Bell, Simpson & Co.	Real Estate	472 St. Paul street.
Simpson, J. Craddock.	J. Craddock Simpson & Co.	Shirts, Collars and Cuffs	181 St. James street.
Sims, A. Haig.	A. H. Sims & Co.	Forwarders.	54 LaTour street.
Sincennes—		President	209 Commissioners street.
McNaughton Line.	Bell Telephone Co.	Boots and Shoes	30 St. John street.
Sise, C. F.	Geo. T. Slater & Sons	Wholesale Dry Goods	Cor. Alexander and Juror streets.
Slater, Geo. A.	James Johnston & Co.	Wholesale Dry Goods	26 St. Helen street.
Slessor, James.	James Johnston & Co.	Manufacturers	26 St. Helen street.
Slessor, Wm. P.	E. E. Small & Co.	Boot and Shoe Manufacturers.	8 Beaver Hall Hill.
Small, E. A.	James McCready & Co.	Agent	4 St. Peter street.
Smith, Chas. F.	With Edward L. Bond.	Live Stock	30 St. Francois Xavier street.
Smith Frank W.	Lpl. & Lon. & Globe Ins. Co.	Flour	16 Place d'Armes square.
Smith, G. F. C.		Flour	C Board of Trade Building.
Smith, J. Henry	J. L. Smith & Son.	Flour	1 Place Royale.
Smith, J. Lionel.	J. L. Smith & Son	Flour	1 Place Royale.

Smith, M. B.	W. Howe, Smith & Co.	Produce, etc.	16 St. Sacramento street.
Smith, R. Wilson		Investment Broker	151 St. James street.
Smith, Wm.	Dominion Transport Co.	General Manager	56 Simpson street.
Smith, Wm. B.	H. L. Smyth & Co.	Manufacturers' Agents	2 Place Royale.
Smith, Wm. Oliver.	H. L. Smyth & Co.	Manufacturers' Agents	645 Sherbrooke street.
Smyth, Chas. E.	Acme Coffee and Spice Mill.	Proprietor	206 McGill street.
Smyth, R. N. G.	British Empire Mut. Life Ins. Co.	Ostrich Feather Dyer	206 McGill street.
Snow, Wm.	Graham & Co.	General Manager	191 Seigneurs street.
Stancilife, F.	Dominion Transport Co.	Publishers	1723 Notre Dame street.
"Star"		Secretary	163 St. James street.
Starks, 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.	Manager	157 St. James street.
Stephens, W. Barclay.	Stevenson & Blackader	Advocate	13 St. Sacramento street.
Stephens, G. W.	With W. C. Macdonald	Accountant	1778 Notre Dame street.
Stevenson, Arch. W.	James Stewart & Co.	Hides, Lather and Oils	260 St. James street.
Stevenson, J. Alex.	Kingson & Mont. Forward Co.	Dry Goods	20 Lemoine street.
Stevenson, K. R.	Bank of British North America	Tobacco	87 St. Peter street.
Stewart, David	John Stirling Co.	Auctioneers	1736 Notre Dame street.
Stewart, Jas. H.	Central Vermont R.R.	Forwarders	178 St. James street.
Stewart, James	Wm. Strachan & Co.	General Manager	Kingson, Ont.
Stewart, Wm.	Canadian Brewing Co.	Wholesale Dry Goods	414 Board of Trade Building.
Stikeman, Harry.	Hudson's Bay Co.	Canadian Passenger Agent	140 St. James street.
Stirling John	W. D. Stroud & Sons	Baker	373 St. Paul street.
Stonegrave, A. C.	St. Arnaud & Clément	Soap Manufacturers	136 St. James street.
Strachan, James.	Hodgson, Sumner & Co.	Brewers and Maltsters	246 Hotel de Ville avenue.
Strachan, Wm.	E. A. Small & Co.		40 St. Timothee street.
Strangman, Chas.	Verret, Stewart & Co.		Cor. DeLorimier ave. & Burnett street
Strathcona and Mount Royal, Lord.			
Stroud, F. St. G.			
Stroud, H. W.			
St. Arnaud, L.N.			
Sumner, Geo.			
Sutherland, Geo. A.			
Sutherland, James.			
Tarut, Alfred.			
Tasker, James			
Tatley, Wm.	Royal Insurance Co.	Insurance	181 St. George street.
			180 St. James street.
			1707 Notre Dame street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Taylor, A. T.	Taylor & Gordon.	Architects	43 St. Francois Xavier street.
Taylor, Chas. R.	Jos. Ward & Co.	Produce	325 Commissioners street.
Taylor, Homer			183 St. James street.
Taylor, James A.			30 St. Francois Xavier street.
Taylor, John	The Taylor Iron & Steel Co. Ltd	Railway Supplies	751 Craig street.
Tees, D. T.	Tees, Wilson & Co.	Tea Merchants	"I", Board of Trade.
Tees, Wm.	Tees & Co.	Undertakers.	300 St. James street.
Telmer, H. C.	Telfer & Climie.		180 Mill street.
Telmoise, L. W.		Accountant & Trustee.	16 St. James street.
Tellier, H. J.	Tellier, Rothwell & Co.	Importers	24 St. Dizier street.
Terroux, Tancrede D.	Garand, Terroux & Co	Bankers and Brokers	3 Place d'Armes square.
Tester, J. W.			204 St. James street.
Thibaudeau, A. A.	Thibaudeau Bros. & Co.	Wholesale Dry Goods	332 St. Paul street.
Thom, James	Hamburg-Amer. Packet Co	Freight Manager	13 St. John street.
Thomas, F. Wolferstan.	Molson's Bank.	General Manager	200 St. James street.
Thomas, R. K.		Boots and Shoes.	174 St. James street.
Thompson, Adam G.	The Thompson Shoe Co	Grain and Freight Broker	712 ¹ / ₂ Craig street.
Thomson, D. G.	Montreal Transportation Co.	Superintendent	39 St. Sacrament street.
Thomson, Geo. A.		Grain and Freight Broker	14 Place Royale.
Thomson, Malcolm.	St. Lawrence Starch Co.	Secretary.	39 St. Sacrament street.
Thorneloe, R. C.	R. O. Jamieson & Co.	Manufacturers of Varnish	556 St. Paul street.
Thouret, Emile.	Thouret & Co.	Importers of Dry Goods	13 St. John street.
Tiffin, H. J.		Merchant	7 Victoria square.
Tippet, Arthur P.	A. P. Tippet & Co.	Manufacturers' Agents	318 St. Paul street.
Todd, J. Watson.	Watson & Todd.		30 St. Francois Xavier street.
Tooke, Benjamin	Tooke Bros.		205 Commissioners street.
Torrance, John	David Torrance & Co.	SS. Agents.	20 St. Helen street.
Torrance, John, jr.	David Torrance & Co.	SS. Agents.	17 St. Sacrament street.
Torrance, W. F.	Torrance & Muir.	Coal.	1761 Notre Dame street.
Tougas, Eusebe.	P. D. Dods & Co.	Importers	188 McGill street.
Tough, John.	Shedden Co.	Forwarders and Cartage Agents	Cor. St. Helen & Notre Dame streets.
Trew, A. E.	Hunt & Co.	Tea	4 St. John street.
Trimble, Thos.			180 St. James street.
Trotter, W. C.	Canadian Produce Co.		St. Johns, Que.
Turenne, R. Auzias.			Mile End.
Turner, Richard.		Grocer	601 Wellington street.

LIST OF MEMBERS. —Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Williamson, James.	Wilson & Gillespie.	Warehousing.	4 Prince street.
Wilson, A. A.	James Wilson & Co.	Stock Brokers.	13 Hospital street.
Wilson, Frank.	Thos. Robertson Co., Ltd.	Mills, Ky. & Steamship Supplies	327 Commissioners street.
Wilson, James.	J. C. Wilson & Co.	Hardware	111 Common street.
Wilson, James R.	Wilson, Paterson & Co.	Coal and Wood	642 Craig street.
Wilson, Joseph.	The Central Agency.	Paper Manufacturers.	188 William street.
Wilson, J. C.	John Dougall & Son	General Merchants	700 Craig street.
Wilson, J. H.	Hermann H. Wolf & Co		1874 Notre Dame street.
Wilson, J. T.	W. R. Wonham & Sons		215 Board of Trade Building.
Wilson, Walter		Valuator and Accountant	12 De Bresoles street.
Wintle, Ernest D.		Publishers	11 Hospital street.
"Witness"		Importers & Wholesale Merchants	Cor. Craig and St. Peter streets.
Wolf, Hermann H.		Importers & Comm. Merchants	170 McGill street.
Wonham, W. R.			315 Board of Trade Building.
Young, Andrew	Shedden Co.	Foreman	1512 Notre Dame street.

MONTREAL CORN EXCHANGE ASSOCIATION.

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VICE-PRESIDENT :—E. F. CRAIG.

TREASURER :—W. A. HASTINGS.

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ALEX. McFEE,
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LIONEL J. SMITH,
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Baird, John.	Grand	Macpherson, W. M.	Routh, F. A.
Batterbury, F. R.	Riddell, J. M.	McBean, A. G.	Scott, Jas.
Bickerdike, R.	Loud, Jno. W.	McCarthy T. R.	Scott, J. P.
Brice, A. J.	Trunk	McEvers, D.	Scott, Wm.
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Campbell, D. W.	Hanna, Geo. H.	McKay, T. M.	Smith, M. B.
C. P. R. City Frt. Agt.	Harling, Thos.	McLea, John B.	Smith, Wm. B.
“ Foreign Frt. Office.	Harvie, R.	McLean, Chas.	Starke, Geo. B.
Canadian Forwarding &	Hastings, W. A.	McLennan Bartlett.	Stewart, Wm.
Export Co.	Hodgson, Henry.	McLennan Duncan.	Strachan, Jas.
Carruthers, Jas.	Hooper, A. W.	McLennan Ewen.	Sutherland, Jas.
Chamberlain, E. J.	Hunsicker, J. E.	McLennan, Hugh.	Tarut, Alfred.
Chaplin, Alfred.	Hurtubise, A. L.	McPherson, D. A.	Taylor, Chas. R.
Chouillou Lucien.	Hutchison, Wm.	McShane, Jas.	Thom, Jas.
Clarke, E. L.	Ironside, Robt.	Norris, Jas. S.	Thomson, Adam G.
Cookson, S.	Johnston, H. G.	Ogilvie, A. E.	Thomson, D. G.
Coon, H. J.	Judge, Edgar.	Ogilvie, W. W.	Thomson, Geo. A.
Coughlin, Cornelius.	Kennedy, Murray.	Oliver, Walter R.	Torrance, John.
Craig, E. F.	Killoran, John J.	Paton, Hugh.	Torrance, John, jr.
Craig, W. W.	Kinghorn, G. M.	Peddle, R.	Tough, John.
Crane, T. A.	Kingman, Abner.	Penfield, W. A.	Turenne, R. Auzias.
Crowe, John.	Labelle, Hospice.	Penny, E. Goff.	Viau, C. T.
Cunningham, Wm.	Laing, John D.	Philps, H. S.	Warrington, J. C.
Currie, Jas.	Laing, Peter.	Prescott Elevator Co.	Watt, D. A. P.
Cuttle, Jas. A.	Lalonde, Armand	per J. A. Jamieson,	Wight, R. E.
Dawes, J. P.	Lemay, E. H.	Mgr.	Williamson, Jas.
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Esdaile, C. B.	Magor, Victor.	Raphael, H. W.	
	Marsan, Wilfrid.		

MONTREAL WHOLESALE GROCERS' ASSOCIATION.

OFFICE-BEARERS FOR 1897.

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VICE-PRESIDENT :—GEO. A. CHILDS. TREASURER :—ALBERT HEBERT.
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MONTREAL WHOLESALE DRY GOODS ASSOCIATION.

OFFICE-BEARERS FOR 1897.

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VICE-PRESIDENT :—ALPHONSE RACINE, TREASURER :—WM. REID.

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 S. O. SHOREY, B. TOOKE,

MEMBERS :

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MONTREAL MARINE UNDERWRITERS' ASSOCIATION.

OFFICE-BEARERS FOR 1897.

PRESIDENT E. L. BOND.
 VICE-PRESIDENT :—J. H. ROUTH. TREASURER :—W. A. W. BURNETT.

EXECUTIVE COMMITTEE.

J. H. ROUTH, CHAIRMAN. C. E. GAULT, J. E. RILEY,
 And ex-officio the President and Treasurer.

MEMBERS.

Robt. Bickerdike, Edward L. Bond, W. A. W. Burnett.	Gerald Lomer, C. E. Gault, J. E. Riley,	J. J. Riley, Jr., J. H. Routh.
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MONTREAL BUTTER AND CHEESE ASSOCIATION.

OFFICE-BEARERS FOR 1897.

EXECUTIVE COMMITTEE.

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MONTREAL METAL AND HARDWARE ASSOCIATION,

OFFICE BEARERS FOR 1897.

PRESIDENT - - - - - GEO. E. DRUMMOND.

VICE-PRESIDENT:—J. B. LEARMONT.

TREASURER:—JAS. W. PYKE.

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ROBT. GARDNER.

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Caverhill, Learmont & Co.
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Crathern & Caverhill.

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Lewis Bros. & Co.

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Drummond, McCall Pipe Foundry Co., Ltd.

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Garth & Co.
Gurney-Massey Co., Ltd.

Pyke, Jas. W. & Co.

Robertson, Thos. & Co.

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1897.

THOMAS McDUGALL, *President.*

W. W. L. CHIPMAN, *Secretary-Treasurer.*

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MERCHANTS BANK OF CANADA.
UNION BANK OF CANADA.
BANK OF TORONTO.
BANQUE VILLE-MARIE.
MERCHANTS BANK OF HALIFAX.

MOLSONS BANK,
BANK OF BRITISH NORTH AMERICA,
CANADIAN BANK OF COMMERCE,
QUEBEC BANK.
BANQUE D'HOUELAGA.
BANK OF NOVA SCOTIA.

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OFFICE BEARERS FOR 1897.

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VICE-PRESIDENT:—J. T. HAGAR. TREASURER:—J. FOGARTY.

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Fogarty Bros.
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Geo. T. Slater & Sons.
The Thompson Shoe Co.
James Whitham & Co., Ltd.

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