

REPORT

OF THE

COUNCIL OF THE BOARD OF TRADE

FOR THE YEAR ENDING 31ST MARCH, 1865.

THE Council of the Board of Trade beg to submit the following Report :—

The first subject brought under the notice of the Council, on assuming office in April last, was that of the complaints which had been made against the Inspectors of Pot and Pearl Ashes, and it has occupied more or less of their attention during the entire year.

Without entering into all the details, it is considered advisable to give here a short summary of the course of proceeding, and to state the result arrived at.

On the 12th April, a draft of a Bill was submitted to the Council by a member of the Board, having for its object certain changes in the mode of conducting the inspection of Pot and Pearl Ashes, as well as the bestowal upon this Board of greater control over the appointment of Inspectors and Assistant Inspectors.

A committee of three members of the Council was appointed to confer with the gentleman referred to, who, on behalf of others engaged in the trade as well as of himself, urged the proposed changes. After numerous meetings, this committee reported to the Council on the 31st May, and submitted another draft of Bill, a copy of which the Council caused to be sent to the Inspectors, who subsequently intimated their desire for a conference with the Committee.

The subject being one of great importance, it was deemed advisable to bring it before the quarterly meeting of the Board on 12th July; and at that meeting, a committee of five gentlemen,—two of whom were not members of the Board, but extensively engaged in the Ashes trade,—was appointed to co-operate with the Council in endeavoring to arrive at a settlement of the whole question. All the letters and documents bearing on the question were referred to this Committee, who reported to the Council on 29th November to the following effect, namely :—

1. That many of the complaints made against the Inspectors are from the largest consumers and dealers in Great Britain and from manufacturers in this Province, who aver that the negligence complained of, if not speedily remedied, will ultimately result in ruin to the Montreal brand.

2. That an examination of the system of Inspection pursued led the Committee to the conclusion that it might naturally produce the evils complained of; the attention of the Council being drawn to the fact that the contents of the barrels are not turned out, that being in the opinion of the Committee necessary to efficient inspection, and to ascertaining the exact tare.

3. That to ensure correctness in weighing, the Beam Scale should be used instead of the Platform Scale, as at present.

4. That the Inspectors have not lately publicly disposed of the scrapings and crustings, for the benefit of the owners thereof.

The Committee submitted with their Report a Draft of a Bill which they believed would meet most if not all of the objections to the present system.

The Bill referred to was submitted by the Council to the Inspectors, who had expressed a willingness to co-operate, for the purpose of receiving from them such suggestions as in their opinion would tend to make the proposed measure more complete and effective.

The Council think it right to remark that the proposed Bill contained some important alterations in the law, especially in providing for the appointment of several Inspectors, which appeared to the Council liable to grave objections. Further, the Council found cause to fear that the introduction into Parliament of this Bill would lead to the proposal and probable carrying into effect of other changes in the system of Inspection, especially in the reduction of the standards of strength of Ashes, which might seriously injure the trade.

Consequently the Council adopted the following resolution :—

Resolved,—“That, with reference to the report of the Committee now submitted, and also to the report of the Committee appointed by the Board of Trade, in July last, and the draft of Bill proposed by the latter,—the Council are of opinion that, before applying for new legislation, which may result in causing more evils than it cures—it is desirable to endeavor to rectify the evils complained of, by enforcing the existing law—and to this end appointing a Board of Examiners, and, if necessary, calling on the Inspectors to appoint one or more assistants who shall be approved by the Examiners as the law requires.”

At the request of members of the Board, a special meeting was called for the discussion of the subject, and at this meeting, one of the Ashes Inspection Committee distributed a printed document showing in parallel columns, certain provisions of the existing Act and the amendments proposed thereto.

The following were, according to this statement, the chief amendments proposed, viz :—

1. Instead of having the option of turning out the barrels or opening both ends the Inspector hereafter to be required to turn out the total contents, either separating different qualities, if such were found, or branding the barrel the average quality of its contents.

2. The empty barrel to be weighed and the actual tare deducted from the gross weight.

3. The scrapings to be publicly sold once a year, and the owners credited with the amount belonging to them.

4. The policy of Insurance to be made out in the name of the President of the Board of Trade, in trust for the owners of the Ashes, instead of in the name of the Inspectors, as at present.

5. The Inspectors to deliver any number of barrels out of a Bill when called upon to do so.

6. Examination of complaints against the Inspectors to be vested in the Council of the Board of Trade.

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7. Appointments to the office of Inspector to be made by the Board of Trade, and to be open to public competition.

At the special general meeting above referred to the following resolution was passed, viz. :—

“That, in the opinion of this meeting, an Act should be obtained with respect to the Inspection of Ashes which shall simply provide for the full and complete control of the Board of Trade over the office, in a manner similar to the Flour Inspection Act; and the Council be requested to prepare and endeavor to secure the passing of such a Bill in the present session of Parliament.”

In accordance with which, the Council have prepared a Bill, which will be submitted to the Legislature on the first day if possible of the next session, the late session having been suddenly terminated before the Draft was ready.

In the meantime, the Bill which the Board declined to adopt has, we learn, been introduced into Parliament, at the instance of a member of the Ashes Inspection Committee.

A letter was addressed to the Chambers of Commerce of Liverpool and Glasgow, suggesting an alteration in the practice of the trade there in the matter of tare, by deducting actual tare instead of 14 lbs. per cwt., as at present.

The stock of Pot and Pearl Ashes in charge of the Inspectors in this city is insured against fire to the extent of \$200,000 by a floating policy issued by the Royal Insurance office, that Company receiving monthly as premiums from the Inspectors the whole of the sums charged for insurance in the inspection bills.

OTTAWA AND HURON NAVIGATION PROJECT.

This subject was referred to a committee of the Council, who reported that, in their opinion, the time had not arrived when the project could be entered upon with the prospect of commercial success. The Report of this committee is recorded in the minutes of the Council.

PORT WARDEN.

It is a matter of regret that the late esteemed Port Warden found it necessary to resign his office, chiefly on the ground that the emoluments were not sufficient. The office has been found so beneficial to the trade of this Port, that Merchants interested in the shipping trade have expressed their willingness to pay extra fees in order that the income of the office may be rendered such as to secure an efficient man. A Bill with this object in view was prepared by the Examiners, but the sudden prorogation of Parliament prevented its introduction during the recent session. It is proposed to fund the fees and pay the Port Warden a fixed salary.

THE INSOLVENT ACT OF 1864.

The Insolvency Act went into operation on 1st September last. The time which has since elapsed has been too short to enable the Council to form a decided opinion as to its value and efficiency. It appears, however, that in Canada West, executions in Sheriffs' hands previous to assignment or issue of writ of attachment, hold priority to the assignment. A Bill to amend the existing Act in this and other particulars has been introduced into the Legislature, by the Hon. Mr. Abbott,

The following tables and extracts from the Harbor Master's Report furnished by the Harbor Commissioners will be found interesting:—

Comparative statement of the Opening and Closing of Navigation, Arrivals and Departures, Tonnage, &c., of Sea-going Vessels during the past Five years:—

YEAR.	Opening of Navigation.	Close of Navigation.	First Vessel from Sea.	Last Vessel from Sea.	No. of Steamers.	Tonnage	Vessels from Lower Ports.	Tonnage	Vessels to Lower Ports.	Tonnage	Vessels to other Ports.	Tonnage	Total No. of Vessels	Tonnage	Greatest No. of Vessels in Port at one time.
1870.....	April.. 10	Decr... 7	April.. 30	Novr... 25	37	45,385	79	7,265	73	6,470	149	69,742	259	121,589	35—Octr. 7
1871.....	April.. 24	Decr... 22	April.. 27	Decr... 4	40	51,298	115	15,306	101	7,894	433	202,601	574	261,793	117—June 6
1872.....	April.. 23	Decr... 7	April.. 28	Novr... 27	53	62,912	103	14,271	88	6,983	430	195,348	571	265,243	78—Octr. 16
1873.....	April.. 25	Decr... 12	May.. 6	Novr... 26	54	56,490	101	13,664	81	8,179	369	144,564	504	296,224	86—June 13
1874.....	April.. 13	Decr... 10	April.. 28	Decr... 7	51	59,071	75	9,033	90	8,628	237	94,202	378	161,901	32—June 23

Comparative statement showing the number and tonnage of River Craft, including Steamers, Barges, Batteaux, &c., in Port during the past Five Years, and the greatest number at one time:—

Year	River Craft.	Tonnage.	In Port at one time.
1860.....	4,558	348,652	91.....June 1
1861.....	5,247	530,224	196.....June 10
1862.....	4,875	523,991	164.....Nov. 1
1863.....	4,697	534,740	197.....June 20
1864.....	4,509	420,694	220.....Sept. 6

Comparative statement showing the number of feet of Lumber landed in the Port during the past Five years:—

1860..	7,367,800 feet.
1861..	11,183,500 "
1862..	10,572,500 "
1863..	13,013,500 "
1864..	42,000,000 "

The classification of sea-going Vessels in Port during the past Five years was as follows:—

	1860	1861	1862	1863	1864
Steamers.....	37	40	53	54	51
Ships.....	57	138	124	78	47
Barques.....	40	160	161	149	90
Brigs.....	21	58	79	72	21
Brigantines.....	26	47	48	36	38
Schooners.....	78	131	106	113	131
Sloops.....	2	..
TOTALS.....	259	574	571	504	378

"The number of vessels and tonnage shown in the statement considerably exceeds that of the Trinity-House or Custom-House, the difference is caused by vessels coming into port from winter quarters and not reported at the Trinity-House nor Custom-House; vessels from the lakes bound to sea, and vessels from sea bound to the lakes not reporting; and others going into the canal and returning without reporting. The books kept in the Harbor Office, show the number of days and hours that each vessel has been in port, and for which time the harbor dues are always exacted. The ice in the harbor began to break up and move on the 7th April, on the 13th the river was clear, and the navigation open; the water fell rapidly, leaving large quantities of ice on the wharves; on the 14th April it was level with the wharves, and on the 25th it was four feet below them. On the 26th April it began to rise again, on the 6th May it was level with the wharves, and on the 19th it was at its highest point, completely inundating the whole of them to the depth of from two inches to two feet. Stages were then erected for the accommodation of vessels to land their cargoes upon. On the 20th May the water began to recede; on the 30th the wharves were again dry, and business continued without further interruption.

"There was no lack of harbor accommodation for sea-going vessels during the past season, the largest number in port at one time being 32; but as there was a larger number of river craft in port at one time, than any previous year, viz., 220, and several times very near that number; the harbor on these occasions was well filled, and very few vacant berths to be seen. The Victoria pier not being required for sea-going vessels, was altogether occupied by river craft, and large quantities of fire-wood, lumber, laths, &c., piled upon it nearly the whole season, which produced considerable revenue. You will perceive by the accompanying statement that the lumber trade far exceeds that of any previous year, and if it continues to increase, a very large space will be required in the harbor for the accommodation of those engaged in that branch of business.

"Since the New Wharf at the mouth of the Canal has been extended outward, I find that the current that previously ran past the Island Wharf now strikes into the Elgin Basin, checking the current from the canal that empties itself into that basin, and the filth and sediment that passes through it is rapidly filling the Basin. Vessels of a greater draught than fifteen feet can no longer be accommodated in that Basin. The current that formerly passed through the gap at the Russell Pier, from the Metcalf to the Elgin Basin, now runs in the opposite direction. Perhaps it would be advisable to close up the gap, so as to prevent the filth and sediment passing from the Elgin to the Metcalf Basin, and thereby prevent its filling up. Seventeen feet is the greatest draft that vessels can load to in this Basin.

"The Sydenham Basin requires a thorough cleaning out; the bottom is very uneven, and in some parts of it there is not sufficient water for a batteau. The Nelson, Wellington, and Russel Piers are in a very dilapidated state, and require considerable repairs. If the lumps that are in the King's Basin were removed and a little dredging done on the inside of the Island Wharf, and the wharf repaired, it would be the best and most convenient Basin in the harbor for vessels of any size that visit the port.

"The Prince's Basin also requires some dredging. The ship "Waverly" grounded in the middle of it on the 24th September, drawing nineteen feet. There is a bank also, of considerable size, on the upper side of the Richelieu Pier, with only eleven feet of water upon it, frequently causing much trouble and annoyance.

"Outside the Victoria Pier, about 300 feet above the lower end and about 80 feet

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Exports at

YEAR.	SE
	No.
1833..	133
1834..	89
1835..	108
1836..	98
1837..	91
1838..	65
1839..	110
1840..	137
1841..	208
1842..	172
1843..	151
1844..	207
1845..	210
1846..	219
1847..	234
1848..	162

from the pier, there is a large boulder, with only from 16 to 17 feet of water upon it, and about 30 feet from the upper end of the pier, there is a bank of considerable size, with only 12 feet water upon it. I would strongly recommend the removal of these obstructions, so that vessels would have a clear and uninterrupted passage to and from the pier."

(Signed,)

"A. M. RUDOLF,
"Harbor Master."

The Council have not lost sight of the urgent necessity for a new Custom House in this city, but no suitable opportunity has presented itself of urging this matter upon the attention of the Government.

The Council have much pleasure in acknowledging many valuable professional services rendered gratuitously by the Hon. J. J. C. Abbott, especially in connection with their duties consequent on the Insolvency Act.

Petitions were forwarded by the Council to Parliament during the year as follows, namely:—

Against "An Act to amend the Act 12th Vict. chap. 114, relative to the Powers and Duties of the Trinity House of Quebec, and for other purposes."

Against "The Montreal Warehousing Company Bill," on the ground of its limited liability and the absence of a penal clause.

Against a Bill to amend the "Act to incorporate the Pilots for and above the Harbour of Quebec."

Memorial to His Excellency the Governor General,—To prohibit the export of Coal from this Province, under certain existing circumstances.

PETER REDPATH,

MONTREAL, 28th March, 1865.

President.

Table showing the tonnage of sea-going vessels and the value of Imports and Exports at the Port of Montreal, for years 1833 to 1864 inclusive:—

YEAR.	SEA-GOING VESSELS.		VALUE OF EXPORTS.	VALUE OF IMPORTS.	YEAR.	SEA-GOING VESSELS.		VALUE OF EXPORTS.	VALUE OF IMPORTS.
	No.	Tonnage.				No.	Tonnage.		
			\$	\$			\$	\$	
1833..	133	30,769	1,691,360	3,475,648	1849..	144	37,425	1,935,592	6,749,636
1834..	89	20,259	800,076	2,234,544	1850..	211	46,156	1,744,772	7,174,780
1835..	108	22,873	1,080,808	3,783,864	1851..	231	55,660	2,319,228	9,178,840
1836..	98	22,289	1,209,192	4,845,568	1852..	184	45,439	2,727,464	9,245,884
1837..	91	22,668	989,916	3,375,704	1853..	245	59,500	2,983,044	14,014,788
1838..	65	14,441	872,079	2,601,168	1854..	253	70,740	1,833,640	16,221,004
1839..	110	24,311	966,936	5,764,384	1855..	199	48,139	1,910,844	12,372,580
1840..	137	31,266	1,677,124	5,036,676	1856..	232	69,962	3,815,564	16,144,694
1841..	208	50,277	2,737,772	5,663,248	1857..	209	65,712	2,917,340	16,848,540
1842..	172	43,156	1,714,644	8,075,840	1858..	191	70,183	3,042,940	11,584,072
1843..	151	35,682	1,512,192	4,745,540	1859..	193	85,319	3,044,762	15,690,340
1844..	207	49,635	2,992,076	9,902,124	1860..	259	121,599	6,020,715	15,479,453
1845..	210	51,848	2,777,096	10,459,644	1861..	574	261,793	10,415,738	16,814,161
1846..	219	55,566	2,617,220	9,215,632	1862..	571	265,243	8,765,594	20,529,893
1847..	234	63,381	3,363,668	8,253,680	1863..	504	209,224	7,557,799	18,841,885
1848..	162	41,811	1,542,316	6,829,736	1864..	378	161,901	5,654,186	25,651,738

MONTREAL BOARD OF TRADE—1864-'65.

President . . . PETER REDPATH. | Vice-President . J. H. WINN.
 Treasurer HENRY LYMAN.

COUNCIL.

ANDREW ALLAN,
 WILLIAM DARLING,
 W. H. A. DAVIES,

THOMAS RIMMER,
 JNO. GRANT,

ADOLPHE ROY,
 JOHN MCLENNAN,
 J. H. HENDERSON.

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 HON. THOS. RYAN,
 JNO. M. YOUNG,
 DAVID TORRANCE,

JOHN GREENSHIELDS,
 CHARLES J. CUSACK,
 HENRY LYMAN,
 VICTOR HUDON,

ED. ATWATER.
 H. L. ROUTH,
 THO. HART,
 JAS. MCDUGALL.

REPRESENTATIVE TO BOARD OF ARTS.

J. HENRY JOSEPH.

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| <p>Allan, Hugh.
 Anderson, Thomas B.
 Angus, Wm.
 Brown, Thomas S.
 Benning, James.
 Boyer, Louis.
 Bryson, Thomas M.
 Brush, George S.
 Black, James F. D.
 Budden, Henry A.
 Buntin, Alexander.
 Brown, Champion.
 Beaudry, Jean L.
 Beaudry, Louis.
 Benoit, Z.
 Brown, Alfred.
 Baker, Joel E.
 Barsalou, Joseph.
 Beliveau, L. J.
 Binmore, Charles.
 Brock, Jeffrey.
 Brydges, C. J.
 Buchanan, W. O.
 Campbell, Alexander.
 Chapman, Henry.
 Childs, W. S.
 Corse, N. B.
 Crathern, James.
 Cochrane, M. H.
 Crane, Thomas A.
 Cowan, Alexander.
 Caverhill, John.
 Crawford, James D.
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 Dorwin, Canfield.
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 Drummond, Geo. A.
 Edmonstone, William.
 Evans, John Henry.
 Evans, Thomas A.
 Esdaile, Robert.
 Fairbairn, John.
 Ferrier, George D.
 Ferrier, James, Jr.</p> | <p>Forbes, A. M.
 Fraser, Hugh.
 Foulds, John.
 Forsyth, Robert.
 Forbes, A. H.
 Frothingham, John.
 Filer, Samuel.
 Fauteux, L. G.
 Freer, William.
 Glassford, James A.
 Galarneau, P. M.
 Galt, Hon. A. T.
 Gilmour, Allan.
 Gordon, James.
 Gordon, Thomas.
 Gould, Ira.
 Gould, C. H.
 Holton, Hon. L. H.
 Hagar, George.
 Howard, Augustus.
 Henshaw, Frederick W.
 Hawley, Joseph A.
 Hamilton, R. H.
 Hobbs, Wm.
 Henderson, Alex.
 Henderson, John.
 Hope, John.
 Hudson, E. Sr.
 Hudson, E. Jr.
 Hodgson, Jonathan.
 Hutchins, Benj.
 Hutton, James.
 Janes, D. P.
 Jaques, George E.
 Janes, W. D. B.
 Jones, John Joseph.
 Jones, Sidney F.
 Kerry, John.
 Kershaw, Thomas.
 King, E. H.
 Leeming, John.
 Leckie, Robert.
 Logan, James.
 Law, James.
 Lyman, Benjamin.
 Lyman, S. Jones.
 Lyman, Theodore.
 Leclair, Francois.
 Law, Andrew.
 Lewis David.
 Leeming, Thomas.</p> | <p>Lamere, J. B.
 Mitchell, James.
 Mulholland, Henry.
 Millar, George M.
 Mills, E. L.
 Mitchell, John.
 Moffatt, George.
 Molson, Alexander.
 Molson, Wm.
 Morland, Thos.
 Muir, Robert.
 Mathewson, James.
 Molson, J. H. R.
 Mitchell, Alexander.
 Muir, Wm.
 Meeker, C. J.
 Mitchell, Robt.
 Macdougall, Donald L.
 Merry, Wm. A.
 Macdougall, H. L.
 Macculloch, Ferdinand.
 McFarlane, Andrew.
 McKay, Henry.
 McKay, Joseph.
 Marchand, Louis.
 McKenzie, Gordon.
 Minchin, William.
 McPherson, John.
 Moir, Archibald.
 Major, James E.
 McLean, David E.
 McNaughton, Wm. M.
 McCulloch, Michael.
 McCulloch, Andrew.
 Nelson, H. A.
 Nivin, William.
 Norris, James.
 Noad, J. S.
 Ogilvy, John.
 Ogilvie, A. W.
 Ostell, John.
 Oliver, Robert S.
 Parkyn, Wm.
 Pratt, John.
 Prentice, E. A.
 Paterson, A. T.
 Pennington, Myles.
 Phillips, Frederick.
 Renaud, Hon. Louis.
 Robertson, Duncan.
 Ryan, M. P.</p> | <p>Robertson, Peter.
 Rimmer, Alfred.
 Rodden, William.
 Ross, J. M.
 Rees, D. J.
 Robertson, Andrew.
 Rolland, J. B.
 Reekie, James.
 Rose, James.
 Rankin, John.
 Renaud, Louis, Jr.
 Starnes, Henry.
 Scott, Gilbert.
 Shipway, J. G.
 Simms, Robert.
 Seymour, M. H.
 Smith, H. B.
 Simpson, T.
 Stirling, J.
 Scott, James.
 Shaw, David.
 Smith, S. G.
 Starke, Cranson A.
 Shanley, Walter.
 Sidey, J. G.
 Smith, J. B.
 Stephen, George.
 Semple, John H.
 Thomas, Henry.
 Tyre, James.
 Torrance, James.
 Taylor, Edward T.
 Thomson, Stephen H.
 Tiffin, Joseph.
 Torrance, John, Jr.
 Tiffin, Thomas.
 Thomson, T. M.
 Urquhart, Alexander.
 Walker, Alexander.
 Walker, Joseph.
 Watson, William.
 Whitney, H. H.
 Whitney, N. S.
 Wood, Robert.
 Wilson, Thomas.
 Willis, W. C.
 Wilson, Thomas.
 Wood, D. R.
 Young, Hon. John.</p> |
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Wm. J. PATTERSON, Secretary.