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PRESIDENT

COUNCIL MONTREAL BOARD OF TRADE
1899

J. G. W. BIRCH

J. G. W. BIRCH

W. P. MASTER

A. A. PIERCE

CHAMBERLAIN

R. W. MACDONNELL

A. J. HODGSON

FIFTY-SEVENTH ANNUAL REPORT

OF THE

COUNCIL

OF THE

MONTREAL BOARD OF TRADE

BEING

For the Year 1899.

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

Montreal:
JOHN LOVELL & SON,
1900.

FIFTY SEVENTH ANNUAL REPORT

REPORT.

To the Members of the Montreal Board of Trade :

GENTLEMEN,—

The Council herewith presents, as required by the by-laws, a general report of its proceedings during the past year.

The industrial expansion and commercial activity so general throughout the business world during 1899 played an important part both directly and indirectly in the welfare of Canada; directly it afforded a wider and broader field for commercial operations, and indirectly it gave the assurance necessary for the promotion of great public improvements and private enterprises. The trade returns show that, even in comparison with 1898, of itself a phenomenal year, the produce of our fields, mines, factories and mills has steadily increased. The export returns of the country show that the cheese trade has more than held its own, while the exportation of butter has made such strides that the manufacture of this product gives every promise of eventually becoming one of the leading factors in the business of the Dominion. The grain harvest throughout Canada was very satisfactory, and the farmer's financial position is believed to be better than ever before. The mineral fields of British Columbia and Ontario show substantial development when compared with a year ago, and the augmented receipts of the Canadian railways indicate a large movement of both crops and minerals.

In the closing months of the year the peculiar state of the United States market, resulting from discrimination by the banks against industrial stocks, the demands of trade and commerce, and those arising from the war between Great Britain and the Boers, together with the shortage of gold supplies from South Africa, brought about a stringency in the money market, and these conditions tended to decrease the values of stocks and bonds; the general panic imminent in the speculative market was, however, fortunately averted, and during the past few weeks values have improved.

The satisfactory condition of trade in this country during 1899 is reflected in the following statistics of failures during that period, which show that, in number, the failures in Canada and Newfoundland combined are the smallest reported since 1886. The liabilities, owing to a few large failures, were somewhat in excess of the 1898 figures, but they are less than in any year between 1898 and 1886.

STATISTICS OF FAILURES IN CANADA (INCLUDING NEWFOUNDLAND), FOR 1899, 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.....	488	\$ 1,010,172	\$2,374,977	467	\$ 1,904,201	\$ 2,503,500
Quebec	539	2,555,690	6,730,230	442	4,091,459	5,826,524
New Brunswick	53	293,750	643,041	62	358,284	675,376
Nova Scotia	78	217,205	456,472	202	693,536	1,037,205
Prince Ed. Island...	3	4,800	9,400	4	12,500	20,444
Manitoba	39	238,056	458,018	} 45	227,083	232,426
Northwest Ter.	7	23,350	50,193			
British Columbia...	78	184,625	355,560	65	387,610	367,200
Newfoundland.	20	15,950	37,400	28	27,040	65,089
Total 1899.....	1,305	\$ 4,543,558	\$11,115,291	1,315	\$ 7,701,713	\$10,727,764
1898.....	1,470	\$ 4,194,927	\$ 9,825,554	1,334	\$ 7,798,719	\$ 9,993,143
1897.....	1,927	5,224,897	13,219,379	1,834	10,621,527	14,265,155
1896.....	2,203	6,751,257	16,274,576	2,140	12,734,544	17,291,736
1895.....	1,923	6,299,177	15,793,559	1,940	12,289,705	17,129,119
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	11,603,216	1,688	9,420,983	13,766,191
1891.....	1,846	6,014,000	14,884,000	1,889	.....	17,100,649
1890.....	1,626	6,746,000	12,482,000	1,847	.....	18,289,935
1889.....	1,616	6,119,585	13,147,910	1,777	.....	14,713,223

N. B.—The figures of assets given by Bradstreets are for the value realized; those by R. G. Dun & Co. for their nominal value. The figures given by R. G. Dun & Co. do not include banking failures, the liabilities on which account were unusually large in 1899, amounting to \$2,348,000.

The following returns from the Montreal Customs show a most gratifying increase in the export and import trade of the port, the value of the exports being largely in excess of any preceding year and exactly double what it was in 1889 and 1890. The import figures show an increase over last year of nearly four million dollars, and the duty collected thereon was nearly nine per cent. in excess of 1898, and twenty-seven per cent. over 1897. The

aggregate tonnage of vessels arriving in port is in excess of all previous years excepting 1898, when special reasons (referred to in the Port Warden's report) largely increased the shipping business of this port.

YEARS.	Sea-going Vessels arrived in Port.	Total Tonnage.	Value of Merchandise Exported.	Value of Merchandise Imported.	Customs Duties Collected.
1899.....	801	1,517,611	\$64,040,982	\$65,018,544	\$8,918,906
1898.....	868	1,584,072	62,729,180	61,117,703	8,188,891
1897.....	796	1,379,002	55,156,956	47,036,196	6,992,360
1896.....	709	1,216,468	49,160,364	45,900,270	6,619,400
1895.....	640	1,069,386	40,348,197	41,996,686	6,463,103
1894.....	734	1,096,909	40,401,392	42,514,582	6,087,625
1893.....	804	1,151,777	47,700,433	53,796,227	7,038,403
1892.....	735	1,036,707	45,638,275	47,670,361	6,812,083
1891.....	725	938,657	39,344,783	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

At the close of 1898 the improvement works in the Harbour of Montreal were still in the preliminary stage, but during the past twelve months one pier has been completed, and there is every prospect of the work being pushed forward to rapid completion.

THE HARBOUR.

In view of the very general interest evoked by the proposals of a syndicate to the Harbour Commissioners for the erection of a grain elevator in the harbour, the Council submitted the question at the April quarterly meeting, but the proceedings were so lengthy that, before a vote was reached on the resolution submitted, the attendance, large at first, had dwindled to less than the required number (75) for a *quorum*, and so no decision was arrived at.

The position of matters remained unchanged until Saturday, June 17, when the Minister of Public Works paid a hurried visit to this city for the purpose of ascertaining the views of the organizations interested with

respect to a suitable site for the erection of a Government grain elevator, and arrangements were made whereunder the Minister was met by a number of the Harbour Commissioners, your President, second Vice-President, and the President of the Corn Exchange Association. The expressed desire of the Minister to erect a grain elevator in the harbour and to construct the needful facilities at Port Colborne, provided he was supported in so doing, led the Council to adopt the following resolution, which was communicated to the Premier and the Minister of Public Works :—

That the Council of the Montreal Board of Trade hereby urges the Government :—

1. To provide elevator and warehouse facilities at Port Colborne for the rapid transference of cargoes.

2. To light and operate the Welland and St. Lawrence Canals by electricity.

To equip the Port of Montreal with such elevators, warehouses and other modern facilities as may be necessary for the rapid and least costly handling of freight from inland and ocean vessels.

That the Council presses these improvements upon the Government at the present time, because it is of opinion that they are necessary to enable the St. Lawrence route to compete successfully with existing United States waterways.

While a grant of \$250,000 was placed in the estimates for the erection of a grain elevator at Montreal, it was subsequently cancelled. No further move was made in the matter until November 29, when the Council considered the following resolution adopted by the Harbour Commissioners the previous day, asking for proposals for elevator and warehouse sites in the harbour :—

That the Harbour Board, being anxious to secure as soon as possible the necessary accommodation for receiving and shipping grain and package freight in the port of Montreal, resolves to wire and write to the parties who have applied for space in the harbour for elevating purposes, etc., asking them to send proposals to this Board, stating the space and locality where the elevators and warehouses are to be erected, the capacity of same, the tariff of rates, what volume of business can be guaranteed, and what amount will be spent in those improvements—the said proposals to be on hand for next Friday at 2 o'clock.

The Council met again the next day specially to consider this matter, and then unanimously adopted the following resolution for communication to the Harbour Commissioners, at the same time expressing to Mr. Crathern, who was present as the Board's representative on the Commission, its strong conviction that the time mentioned in the Commissioners' resolution for the reception of written applications for sites for elevators,

etc., should be extended so as to afford parties desirous of applying full opportunity of doing so :—

That, in the opinion of the Council of the Montreal Board of Trade, it is expedient that the Montreal Harbour Commissioners should arrange terms with one or more of the commercial or railroad companies who may apply for space in the Harbour of Montreal for the erection of elevators or freight sheds, and that the Council trusts that the Commissioners will see that such clauses are inserted in the agreements with said companies as will safeguard the interests of this port and of the Dominion generally.

The Commissioners, however, did not extend the time, and the only specific application received by them was from the Conners' syndicate.

On December 13 the Council considered a draft agreement between the Harbour Commissioners and the Conners' syndicate which had been communicated by Mr. Crathern, the Board's representative on the Commission, who attended its consideration at a special meeting held December 15, when, after making some verbal suggestions for Mr. Crathern's information, the Council unanimously adopted the following resolution for communication to the Harbour Commissioners and to Mr. Crathern :—

Resolved,—That the Council of the Montreal Board of Trade approves of the Harbour Commissioners affording every reasonable facility to the Conners' syndicate for the erection of elevators and warehouses in the harbour, provided that, in any contract that may be entered into between those parties, the interests of the harbour of Montreal be carefully safeguarded, and that no monopoly be created in favour of the said syndicate.

Since then the contract between the Commissioners and the Conners' syndicate has been signed, copy as follows, and it is understood that the construction of the elevators and warehouses therein provided for will be commenced forthwith :—

DEED OF ALLOTMENT AND AGREEMENT between the Harbour Commissioners of Montreal and William James Conners, Esq., *et al.*

On this ninth day of January, in the year of our Lord one thousand nine hundred, before me, CHARLES CUSHING, the undersigned Notary Public for the Province of Quebec, in the Dominion of Canada, residing and practising in the City of Montreal, personally came and appeared THE HARBOUR COMMISSIONERS OF MONTREAL, herein acting and represented by Robert Mackay, President, and David Seath, Secretary of said Harbour Commissioners, under and in virtue of resolutions of the said Harbour Commissioners passed on the second and ninth days of January, instant; certified copies whereof are hereunto annexed and signed by the parties hereto *ne varietur*, hereinafter called the "Commissioners," and WILLIAM JAMES CONNERS, of the City of Buffalo, in the State of New York, one of the United States of America, Contractor, HONORABLE RICHARD HARCOURT, of Welland, in

the Province of Ontario, Barrister, and ALFRED BRUNET, of the City of Montreal, Gentleman, herein called the "Allottees," who declared unto me, said Notary, as follows:—

1. That the said Allottees have made application to the said Commissioners for sites in the Harbour of Montreal on which to erect and operate, which they offer to do, first-class modern grain elevators and first-class modern freight warehouses, with suitable appurtenant improvements and equipments, to cost about the sums hereinafter stated, representing that the enterprise has for its object the development of the St. Lawrence trade route to the sea, and that the spaces asked for and hereinafter mentioned are necessary, and will be required and actually used to provide prompt and satisfactory accommodation for the trade generally, which by proper facilities and rates will be attracted to said route.

2. And, inasmuch as the said enterprise will greatly increase the business and revenues of the Port of Montreal, the said Commissioners, without prejudice to existing railway leases and to their unfettered action and control in respect to Harbour tracts and lines, have decided to grant said application and accept said offer on the representations, terms and conditions herein stated.

3. Therefore, subject to the reserves herein referred to, the parties have covenanted and agreed with each other as follows:

4. The Commissioners hereby allot and set over to the Allottees, accepting thereof, for the term of forty years from the date of these presents:

A. The lower portion of Windmill Point Pier lying between Windmill Point Basin and the canal, and the canal basin shown on the plan hereto annexed in the condition in which it now is, having a frontage of eleven hundred and seventy feet on said Windmill Point Basin.

B. The opposite Easterly side of Windmill Point Slip or Basin on the wharf intended to be constructed in conformity with plans to be approved of by the Minister of Public Works, and having a frontage of fifteen hundred feet on said Windmill Point Basin measuring from the lower end by a depth of two hundred and seventy-five feet, as shown also on the plan hereto annexed, identified by the signatures of the parties hereto and notary.

5. The said Allottees hereby bind and oblige themselves to erect on the first above mentioned site a first class modern steel or combination elevator of three million bushels capacity and first-class modern warehouses, so that the full space will be required and actually used in their operation, the cost of which improvements shall be about one million, one hundred thousand dollars (\$1,100,000) on present basis of values; and on the site secondly above described the said Allottees bind and oblige themselves to erect, when the condition of the site permits, similar first-class elevator or elevators and freight warehouses of a capacity of not less than three million bushels, utilizing the whole space; said structures to cost about one million five hundred thousand dollars (\$1,500,000) on present basis of values. The above scheme of construction may be changed or varied with the consent of the Commissioners and Governor in Council if the requirements of the trade call for the same. This last provision shall also apply to the next following paragraph.

6. The Commissioners also allot, for a like period, space for at least one large elevator and freight warehouse on a suitable site on or in connection with one of the already constructed or proposed piers or on shore in the portion of the Harbour of Montreal below St.

Mary's current, to cost about one million five hundred thousand dollars (\$1,500,000) on present basis of values, the space, location and capacity of the elevator or elevators to be determined by mutual agreement, and in default by the Governor in Council.

7. Such rights of way over the sites referred to as may be considered necessary at any time for the trade of the Port by the Commissioners and Harbour Engineer are reserved, but so as to interfere as little as possible with the operations of the Allottees.

8. The said Allottees bind and oblige themselves to commence the actual work of construction of said elevators and warehouses on said sites above mentioned as soon as the condition thereof respectively permits, and to prosecute the construction of all said structures as vigorously, and put the same into operation as soon as the same, in the judgment of the Harbour Engineer, is practically possible. The report of the Harbour Engineer to the effect that the condition of the said sites respectively is such as to permit of the work of construction being begun shall be conclusive evidence of the fact, but for all purposes of responsibility the said Engineer shall be deemed to be the employee or servant of the Allottees and not of the Commissioners.

9. It is agreed that the plans and specifications of all structures and improvements are to be subject to the approval of the Minister of Public Works, the Minister of Railways and Canals and the Commissioners, and the said Ministers and Commissioners may appoint an Inspector or Inspectors to see that the work is carried on in conformity thereto; the whole without incurring any liability or responsibility in respect of or in connection with said work in any way, directly or indirectly, and the responsibility of the said Allottees shall in no way be lessened thereby, but be the same in all respects both towards the Ministers, Commissioners and third parties as if such approval and appointment had no existence.

10. That every vessel or barge, by whomsoever owned or controlled, shall have its regular turn at the wharves or elevators of the Allottees, and equal privileges in the use of the facilities for handling freight shall be extended to all carriers, the whole under the supervision and order of the Commissioners.

11. Rates for unloading, storing and loading grain and for handling at least the principal other commodities shall be posted in the elevators and elsewhere as the Governor in Council or Harbour Commissioners may require, and all rates shall be reasonable and subject to the approval of the Harbour Commissioners and Governor in Council.

The charges for shovelling grain shall be as favorable as those prevailing in any other grain shipping port, and every shipper may do his own shovelling.

12. The Allottees bind themselves to maintain the elevators, warehouses and plant in first-class condition in every respect, and to operate the same to the fullest capacity if necessary to meet the requirements of the trade.

13. In the event of the said warehouses and elevators or any of them ceasing to be operated by the Allottees on account of litigation, dispute or any other cause not incapacitating them from being operated, the said Commissioners have the right after ten days notice to take possession of and operate the same at the risk and cost and for the benefit of whomsoever it may concern, and at rates to be approved of as aforesaid, for such time as they may deem necessary to prevent interruption or injury to the trade of the Port; the whole without prejudice to the rights and obligations existing under this agreement.

14. In the event of the Allottees failing to operate said elevators and warehouses for a period of sixty days during the season of navigation or at any time after a period of ten years from the date hereof, by giving one year's notice the Commissioners shall have the right to assume and acquire the buildings, plant and business carried on on said sites upon payment of the then actual value of the same to be fixed by agreement or in default by arbitration as herein provided, but in such valuation no account shall be taken of the unexpired term of the allotment of the said sites. This latter provision, however, shall not be held to exclude the Arbitrators in estimating the value of the business from considering the point of time in the period of forty years at which the property is so taken over.

15. The Allottees covenant that in the first season after the depth of water is provided at Port Colborne, such depth to be of eighteen or twenty feet on a sufficient area to allow large Lake Vessels to tranship their cargo, there will be transported to Montreal and handled through the elevators and facilities of the Allottees at least twenty-five million bushels of wheat, or the equivalent in weight of other freight, subject to the breakage of Canals, act of God and public enemies and causes beyond the control of the Allottees or their successors, and to the extent prevented thereby.

16. That should the said Allottees in any three consecutive years after the first year, in which by this agreement they are bound to handle through the elevators and facilities of the Allottees thirty-five million bushels of wheat annually, or its equivalent as aforesaid in weight of other freight, subject to the exemptions contained in clause fifteen, fail to handle for three years an aggregate of one hundred and five million bushels of wheat or its equivalent in weight of other freight, the Allottees hereby bind themselves to pay to the Commissioners an amount equal to the wharfage rates on the deficiency required to make up the said one hundred and five million bushels of wheat or its equivalent in weight of other freight, and such amount shall be payable within ninety days after the closing of the navigation season in each third year.

17. The said Allottees shall have no right to in any way affect the rights of the Commissioners in said sites beyond the rights which the Allottees are entitled to under this agreement.

18. The wharves and property allotted to the Allottees shall always be maintained in good order by them and handed back to the Commissioners in that condition at the expiration of their occupancy, or whenever taken over by the Commissioners as herein provided.

19. The said Allottees shall have the preference of renewal of the present allotment for such further period as may be agreed upon between the parties, but in the event of the said allotment not being renewed, then and in that case the said Commissioners shall acquire the buildings and plant of the said Allottees on the said sites at their then actual value to be agreed upon, and in case of failure to agree, such actual value to be fixed by Arbitrators or a majority thereof, in the usual way to be chosen, one by each of the said parties, the two arbitrators so chosen to select a third arbitrator, and in case of disagreement such third Arbitrator shall be appointed by a judge of the Superior Court for the District of Montreal, and upon payment the property so taken over and acquired shall become vested in and become the absolute property of the said Commissioners, free and clear of all claims and encumbrances. It is agreed that in fixing such actual value no

account shall be taken of the allotment of the said sites to the said Allottees, or of their supposed increased value or advantages which the Allottees may attach to the same, but the said Allottees shall be considered as having no interest in said sites.

20. It is also understood that after a lapse of the forty years allotment, or any renewal thereof, the business interests of the Allottees terminate without compensation.

21. In the event of the said elevators and warehouses or any of them being destroyed by fire or otherwise during the said period of the allotment of forty years, the said Allottees bind themselves to fully reconstruct the same as soon as practically possible, and within twelve months at the latest.

22. The said Allottees hereby agree forthwith at the execution of this agreement to furnish to the said Commissioners good and valid security to their satisfaction in the sum of fifty thousand dollars (\$50,000) for the due and faithful carrying out of the work of construction in conformity with this agreement.

23. It is agreed that any space on the said sites which is not necessary and actually used and occupied for the structures and operations of said Allottees may be used by the said Commissioners as they deem fit until such time as the same is necessarily and actually required by the Allottees for their purposes, and any space which they do not necessarily and actually require and make use of for such purposes for a period of two years after the work of construction should begin on the said sites respectively in conformity with this agreement may be permanently resumed by the Commissioners; the whole without indemnity to the said Allottees, and without exempting them from the obligations undertaken by them in this agreement.

24. The Commissioners shall also have the right at any time to resume possession of any portion of said sites, even if built upon, which they may find necessary to take in order to carry out Harbour improvements, subject to the obligation of the payment by them of a fair indemnity to be agreed upon or established by arbitration as aforesaid, or by expropriation of the rights of the Allottees.

25. This provision as to indemnity shall apply to the case of the Harbour Commissioners taking or impairing any of the structures of the Allottees for the purpose of roads, harbour tracks or lines after such structures have been erected conformably to plans approved of as herein provided; it being understood that no monopoly shall exist in favor of any body or person in respect to the use of the said roads, harbour tracks and lines.

26. This agreement shall be deemed to be made wholly within and to be governed by the rules of law of this Province respecting obligations.

27. The stipulations contained in this agreement will apply to and be as binding upon the successors and representatives in interest of the said Allottees as upon the Allottees themselves, and the obligations herein undertaken are and shall be joint and several until assumed by a responsible joint stock company.

28. For all purposes of this agreement, and all notices, actions, proceedings, services or matters arising out of or connected with the same, the said Commissioners elect domicile at their office in the City of Montreal, and the said Allottees elect domicile and residence for themselves, their successors or representatives, in the Prothonotary's office of

the Superior Court of the District of Montreal, in the absence of any other within the City of Montreal being notified to the Commissioners.

Whereof acte.

Done and passed at the said City of Montreal, on the day, month and year first above written under the number thirty-three thousand nine hundred and seventy-five, and signed by the said parties hereto with and in the presence of the said Notary after due reading.

(Signed)	ROBERT MACKAY, <i>President.</i>
"	DAVID SEATH, <i>Secretary.</i>
"	W. J. CONNERS.
"	ALF. BRUNET.
"	RICHARD HARCOURT.
"	C. CUSHING, N.P.

A true copy of the original remaining of record in my office.

DEATH OF REPRESENTATIVE ON THE HARBOUR BOARD AND APPOINTMENT OF SUCCESSOR.

The regretted death of Mr. David G. Thomson, the Board's representative on the Harbour Commission, referred to in the obituary, necessitated the holding of a special general meeting of the Board for the appointment of a successor. That meeting was held on November 21st, and resulted in the unanimous election of Mr. James Crathern, who, in view of the pressing business then before the Commission, took his oath of office and his seat on the Harbour Board next day. Mr. Crathern's first report as representative of the Board is as follows :—

REPORT OF BOARD'S REPRESENTATIVE ON THE HARBOUR COMMISSION.

MONTREAL, Jan. 16, 1900.

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

GENTLEMEN,—On the 21st November last, the Members of the Board of Trade elected me by acclamation as their representative on the Harbour Commission, to fill the vacancy caused by the death of our much respected and highly esteemed friend, the late Mr. D. G. Thomson.

As your representative, therefore, I beg to report that the first of the high level piers, 825 feet in length and 300 feet in breadth, has been about completed ; its utility and appearance will, I am convinced, lead all who advocated the low level system to realize that the decision in favour of the high level plan was in the best interests of the harbour. Before the close of navigation, work was commenced on the upper pier, which will give a shore front of 1000 feet between the canal and the pier ; this pier will be 1000 feet in length and 300 feet in breadth, and the Commissioners' Chief Engineer expects to have this portion of the

harbour improvement completed before the close of navigation next season. In the year 1901 it is expected that the third pier will be completed and ready for use on the opening of navigation in 1902; but I must say I am still of the opinion that the four pier plan, with basins of 350 feet in width below the upper pier, would have better suited the requirements of the harbour.

The Commissioners have now under consideration the construction of another large and improved steam dredge with the additional equipment required. If the delivery of this additional plant can be secured by the 1st of July next, it will enable the Engineer to proceed with the work in front of the Bonsecours market during next summer and autumn, and enable him to complete the addition to the new wharf on the south side of Windmill Point Basin during 1901. Of the upper end of this wharf 800 feet has been leased to the Dominion Coal Co., at a rental of \$4,000 per annum, in addition to the regular harbour dues.

Respecting the contemplated improvements in the East end, for which \$500,000 was provided at the last session of Parliament, plans and specifications are being prepared by the Government engineers, but have not yet been submitted.

Of the flood protection wall, 390 feet from the upper end near Black's Bridge to King St. has been constructed, and when completed will be another important addition to the harbour improvements.

The agreement between the Commissioners and the Connors Syndicate (of which I enclose notarial copy) has, with the approval of the Governor-in Council, been completed, and the \$50,000 in cash deposited as security for the fulfilment of the contract. I hope this arrangement in connection with our improved canal system will bring a largely increased volume of business to our Port.

COMPARATIVE STATEMENT OF REVENUE AND TONNAGE FOR THE YEAR.

	1899	1898	1897
Number of sea-going vessels.....	801	868	796
Tonnage do do	1,517,611	1,584,072	1,379,002
Number of inland vessels.....	8,877	6,941	6,384
Tonnage	1,899,097	1,807,892	1,134,346
Revenue.....	\$295,569	\$296,585	\$255,416

Yours respectfully,

JAMES CRATHERN,

Board of Trade Harbour Commissioner.

SHIP CHANNEL.

In accordance with instruction of last annual meeting, the Council's report with regard to the ship channel, embodying recommendations with respect to the buoy service, lights, deepening and widening of the channel, and pilotage, was communicated to the Minister of Marine and Fisheries and to the Minister of Public Works, and it is gratifying to your Council to be

able to say that many of the recommendations of that report were adopted and that they are being carried out. On the 19th April, the Council was represented by Messrs. Henry Miles, C. E. Gault and Thomas Harling on a deputation consisting of representatives of the Marine Underwriters' Association, the Royal Society of Canada, La Chambre de Commerce, the President of the Toronto Board of Trade, and the Pilots' Association, which waited upon the Government with respect to the need for the improvement of the St. Lawrence route, as evidenced by the advance in marine insurance rates on vessels using the same. The need for buoying and lighting of the channel, and the desirability of a hydrographic survey of the currents in the gulf and off the ocean coast, was urged by the Board's delegates, and the Premier promised that the representations made would have the consideration of the Government, and especially of the Minister of Marine.

PILOTAGE MATTERS.

The local managers of the Leyland Line having brought to the Council's attention the grounding of the SS. "Almerian" below Quebec when in charge of a pilot, and the inadequate punishment of that pilot by the Quebec Harbour Commissioners, the matter was carefully considered by a Committee, whose report thereon, as follows, was adopted by the Council:—

MONTREAL, November 15th, 1899.

To the Council of the Montreal Board of Trade:

GENTLEMEN,—Your Committee, to whom was referred the letter of the Leyland Line with respect to the steamer "Almerian" being put ashore on Beaumont Shoals by Pilot Emile Lachance, and the trivial sentence passed upon that pilot by the Quebec Harbour Commissioners for being the cause of so serious an accident, begs to report as follows:—

That there seems to have been no excuse whatever for the accident, as the channel at that point is half a mile wide, and both the St. Laurent light, which is opposite the point at which the vessel went ashore, and the next light down the river, St. Jean, were observable;

That the suspension of the pilot over the close season of navigation until June 1st next year is practically a suspension for three months only, and that such punishment is quite inadequate for so grave an offence, the grounding of the steamer involving serious pecuniary loss to its owners, both on account of repairs and loss of earning time, while the captain, who is entirely free from blame, as the steamer being in mid-channel was apparently in deep water, will probably lose his position;

That while the accident to the SS. "Almerian" was without excuse, and while the penalty inflicted on the pilot was altogether inadequate, your Committee does not advise that any effort be made to re-open that particular instance of the result of the present unsatisfactory pilotage service, but rather that it should be used as an argument in favour of reforming

the whole pilotage system, which the Committee advises the Government be asked to do on the following lines :—

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

2. That all shipping cases and charges against pilots should be tried before the Admiralty Court, and that such Court should hold sessions in Montreal as well as in Quebec, and that, pending the consummation of this greatly desired arrangement, in all cases of accident to vessels, at least two of the members of the court of enquiry should be nautical experts;

3. That the liability of accidents to vessels when between Montreal and Quebec would be lessened under a better system of buoying and lighting the river, and therefore that the Government be urged to establish a complete system of gas or electric buoys throughout the river, and that so far as practicable the present spar buoys be abolished.

Your Committee, in conclusion, suggests that the co-operation of the Harbour Commissioners, the Marine Underwriters' Association and the Shipping Interest be sought in urging these recommendations upon the Government by a joint deputation.

The whole respectfully submitted,

HENRY MILES, *Chairman.*

In compliance with the suggestion in the last paragraph of the foregoing report, the co-operation of the Harbour Commissioners, the Marine Underwriters' Association and the Shipping Interest has been sought in urging the recommendations of the report upon the Government by a joint deputation, but such deputation has not yet been arranged for.

BUOY SERVICE IN RIVER ABOVE MONTREAL.

The instruction of last annual meeting, that the Government be asked to assume control of the buoy service above this port, instead of placing it under contract, was carried out by the following letter :—

OFFICE BOARD OF TRADE,
MONTREAL, March 14th, 1899.

HONOURABLE SIR L. H. DAVIES, K.C.M.G.,
Minister of Marine and Fisheries, Ottawa.

SIR,—Referring to that portion of the report of the Council of this Board *re* desired ship channel improvements, communicated to you on 8th February, which endorsed a recommendation that the placing and care of the buoys in the ship channel be taken out of the hands of contractors and assumed by the Government, I have now the honour to inform you, by direction of the Council, that the annual meeting of this Board expressed an earnest desire that your Department should assume control of the buoy service above Montreal instead of placing it in the hands of contractors.

In the spring there is need for the earliest possible placing of the buoys, and in the fall equally urgent need for the buoys being left in position until the latest possible date,

and were the control of the service in the Department's hands, it is felt that these needs would be satisfactorily met, whereas the contractors study only their own interest, and place and remove the buoys at the latest and earliest dates respectively that their contract allows.

I have the honour to be, Sir,

Your obedient servant,

GEO. HADRILL, *Secretary.*

The Minister's reply stated that he might not be able to cancel the contract. Your Council, being aware that the buoy service had again been performed by contractors, recently renewed representations in favour of the Government assuming control of this service, and the Minister replied on January 11th, 1900, as follows :—

I am in consultation with my officers on the subject, but it is essential before we determine absolutely to assume control that we should have a proper steamer, and I am now taking preliminary steps to see whether I can obtain such a steamer from the Minister of Public Works, or failing that, get from Parliament the necessary money to purchase one. In view of the possibilities of the future, I am very desirous of taking charge of this buoy service, in order to make it more efficient than it has been in the past, and suitable for the traffic which will indubitably take place there when you have your elevators built in Montreal.

PORT WARDEN OFFICE.

Office of the Port Warden of the Harbour of Montreal—Port Warden, Captain Archibald Reid; Deputy Port Wardens, Captain Alexander T. Crighton and Captain James N. Bales. Board of Examiners 1899-1900, Charles P. Hébert, Chairman; E. L. Bond, Thomas Harling, Geo. Sumner and Adam G. Thomson.

Appointment of Deputy Port Warden.—Captain J. A. Vibert, a Deputy-Warden, having long been incapacitated from duty by reason of illness, and there being no prospect of his being able to resume the duties of his office, the necessary steps were taken early in the year to fill the vacancy thus created, with the result that the Council, on March 29th, appointed Captain James N. Bales to the office of Deputy Port Warden, and that officer entered upon his duties on 15th May.

Reduction of Fees.—The Council having the right to reduce the fees (although the Government only may increase them) pursued its policy of reduction whenever the revenue of the Port Warden office permits, by abolishing in April last the fees on ashes, phosphates and dried grain, and reducing the charge on moist pulp about one half, by ordering that thereafter the fee on that product should be charged on the dry weight thereof.

The Port Warden's report for the past season is as follows :—

MONTREAL, Dec. 11th, 1899.

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

GENTLEMEN,

I have the honor to submit the annual report of the business of this office, with statements of exports, receipts and expenditures for the year 1899.

Navigation opened by the arrival from sea of the SS. "Dominion" at 3 p.m., 27th April, and closed with the departure for sea of the SS. "Mayflower" at 7.30 a.m. on the 29th Nov., one day later than the last departure last year. We have had a remarkably mild and open fall, there being no ice, and little evidence of the approach of winter when the SS. "Mayflower" sailed; the harbor plant and dredges worked until the 6th Dec.

The first sailing vessel to arrive was the schooner "Potanoc" on 3rd June, with a cargo of molasses from Barbadoes.

The first vessel to enter the Gulf of St. Lawrence this season by the way of the Straits of Belle Isle was the SS. "Springwall," for Quebec, which was reported to have passed through the Straits on 22nd June; later a number of steamers attempted to come by that route and were compelled, owing to the amount of field-ice encountered, to bear up for Cape Race and pass south of Newfoundland.

Four hundred and thirty four oversea or foreign going vessels of all kinds were entered at this office with a tonnage of 1,092,955 tons, being a decrease of eighty-two vessels and 119,792 tons less than last year; this decrease was in a great measure caused by underwriters discriminating against the St. Lawrence route, the tramp class of vessel which usually come at the opening of navigation for full cargoes of grain and lumber being prevented from coming to the St. Lawrence owing to the high rate of insurance charged on the hulls of the vessels, and in the latter part of the season by a number of the regular line steamers being withdrawn, having been taken up by the Imperial Government as transports for South Africa. The business of the port, which in 1898 was abnormally increased by tonnage diverted from the United States ports by the Spanish-American war, has been decreased this season by the withdrawal of ships for transport purposes just alluded to.

The business to the lower ports this season consisted of: entered, 344 vessels of all classes, with a tonnage of 402,325 tons, against 330 vessels of all classes last year, with a tonnage of 348,500 tons, being an increase of 14 vessels and 53,825 tons over the business of last year.

Clearances of vessels loaded for the lower ports this season were as follows: 105 vessels of all classes, with a tonnage of 91,045 tons, against 115 vessels of all classes last season, with a tonnage of 88,600 tons, a decrease of 10 vessels, but an increase of 2,445 tons; the difference in the lower ports trade between the number of vessels entered and cleared at this office is accounted for by 239 vessels going hence light, being solely in the coal-carrying trade.

The South American lumber trade from this port has been very poor this season, owing possibly to the scarcity of sail tonnage; there have been only two vessels loaded for the River Plate from Montreal this year.

The water in the ship channels the past season has been somewhat lower than last year, more especially since the end of August. Notwithstanding the low water in the ship channel, the river between Montreal and Quebec has been comparatively free from accident, the stranding of the S.S. "Gallia" on Stone Island near the head of Lake St. Peter, on 14th of May and the mishap to the S.S. "Parisian," when leaving this port on 31st August, not being attributable to lack of water in the ship channel.

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

All of which is respectfully submitted.

I am, Gentlemen,

Your obedient servant,

ARCHIBALD REID,

Port Warden.

COMPARATIVE STATEMENT OF SHIPMENTS YEARS 1898 AND 1899 AS PER MANIFESTS REPORTED AT PORT WARDEN'S OFFICE.

DESCRIPTION.	1898	1899	1899	
			INCREASE.	DECREASE.
Wheatbushels	9,151,996	10,103,232	951,236	
Peas"	1,721,914	1,341,336		380,578
Barley and Rye"	1,368,633	1,469,954	101,321	
Oats"	6,858,031	8,971,337		2,886,694
Corn"	19,612,637	13,214,668		6,397,969
Flax Seed"	776,887	888,450	91,563	
Total Grain	39,490,098	30,968,977	1,144,120	9,665,241
Total Decrease of Grain				1,144,120
				8,521,121
Flour, Meal, etcbarrels	1,006,381	1,209,202	292,821	
Ashes"	1,014	1,449	435	
Apples"	395,255	287,502		107,753
Cheeseboxes	1,878,793	1,858,573		20,220
Butterpackages	273,923	460,598	186,675	
Eggs"	201,644	192,251		9,393
Box Meat"	160,884	123,708		37,176
Lard"	101,221	175,083	73,862	
Dead Meatquarters	17,279	62,893	45,614	
Pulptons	15,920	594		15,326
Sundries"	43,503	45,031	1,528	
Hay"	7,124	8,890	1,766	
Oil Cake"	7,242	7,558	316	
Phosphates"	627	190		437
Minerals"	4,127	3,967		160
Lumber, ft.board meas.	330,840,915	284,643,393		46,197,522
Cattlehead	98,184	81,806		16,378
Horses"	5,918	4,734		1,184
Sheep"	34,814	57,875	23,031	
Papertons	19	6,065	6,046	
Dried Grains"	1,849	3,149	1,300	
Revenue	1898. \$12,417 93			
do	1899. \$11,339 96			
Decrease	\$ 1,077 97			

STATEMENT OF OVERSEA OR FOREIGN GOING VESSELS.

Description.	1898		1899	
	No.	Tons.	No.	Tons.
Steamers	497	1,198,073	422	1,083,347
Ships	3	4,215	.....	.....
Barques	12	9,246	5	2,645
Brigs and Schooners	4	1,208	7	1,963
Totals	No. 516	1,212,747 tons.	No. 434	1,092,955 tons.

Decrease of 82 vessels and 119,792 tons.

STATEMENT OF LOWER PORT ARRIVALS.

Description.	1898.		1899	
	No.	Tons.	No.	Tons.
Steamers	316	347,151	332	401,210
Brigs and Schooners	14	1,349	12	1,106
Totals	No. 330	348,500 tons.	No. 344	402,325 tons.

Increase of 14 vessels and 53,825 tons.

CLEARANCES FOR THE LOWER PORTS.

Description.	1898		1899	
	No.	Tons.	No.	Tons.
Steamers	105	87,769	95	90,211
Brigs and Schooners	10	831	10	834
Totals	No. 115	88,600 tons.	No. 105	91,045 tons.

Decrease of 10 Vessels, Increase 2,445 Tons.

DESIRED EXTENSION OF TELEGRAPH SYSTEM TO BELLE ISLE.

There appears to be good reason to hope that the extension of the telegraph line to Belle-Isle, long urged upon the Government by this Board, will be completed during the coming season, the following extracts from letters from the Hon. Mr. Tarte, Minister of Public Works, showing the present position of the matter :—

October 9th, 1899.—“There are, in round figures, three hundred miles more to complete the line to Belle Isle. I succeeded this year in getting the money for the completion of the work, but I am in great anxiety as to the transportation of the poles which should have been delivered October 1st, and which I understand are still in the Saguenay River. The contract for the transportation has been given in my absence, after public tenders, to the lowest tenderer. I expect news from time to time as to the chances of the poles being delivered in time for the construction of the line this winter or next spring. * * * * *

I will spare no efforts to push the work as speedily as possible.”

January 10th, 1900.—“I am sorry to say that the contractor for the transportation of

the poles has failed to carry out the work that had been awarded to him because he was the lowest tenderer. After he had given up his contract, I succeeded in taking down to the north shore a couple of thousand poles; the balance lies now in Quebec and in the Saguenay River. They will be transported in the early spring, and I expect the line to be completed in the month of June, although I cannot give any positive assurance to that effect."

SURVEY OF TIDES AND CURRENTS IN THE GULF.

The recommendation of last year's Council, that representations should be renewed to the Government in favour of the renewal of the grant for the surveying of tides and currents in the Gulf, was fulfilled by a letter to the Minister of Marine and Fisheries on March 11th, when, after recapitulating the reasons in favour of the continuance of the survey, the Council urged the Minister to procure the renewal of the grant therefor, and asked that such grant be not less than its former amount, *i.e.*, fifteen thousand dollars per annum. The question was subsequently again brought to the attention of the Government by a deputation from the Marine Underwriters' Association, the Shipping Interest and this Board, which waited upon the Government on April 19th with respect to the urgent need for the general improvement of the St. Lawrence route in view of the recent advance in marine insurance rates.

TRENT VALLEY NAVIGATION.

The Trent Valley Canal Association having asked for an opportunity of discussing with the members of the Montreal Board of Trade the benefit that the completion of the Trent Canal would be to the trade of Montreal, arrangements were made whereunder a deputation from that Association addressed the April quarterly meeting upon that subject.

TORONTO AND GEORGIAN BAY SHORT LINE RAILWAY PROJECT.

The Toronto Board of Trade, which had early in the year adopted a resolution in favour of the construction by the Dominion Government of a short line of railway between Georgian Bay and Toronto, invited your Council to join in a deputation to Ottawa respecting the development of the Canadian route from the great lakes to the seaboard, with special reference to this projected railway. The Council, while gratified at the interest thus displayed by the Toronto Board in the matter of the improvement of the St. Lawrence route, was constrained to reply with respect to the projected

short line railway that it was strongly opposed to the principle of the construction of railways by the Government, but that if it were proposed to endeavour to procure the construction of the said short line by private enterprise, assisted by bonuses from the Provincial and Dominion Governments, the Council would be prepared, when fuller information was forthcoming with respect to the cost of the line and cost of freighting and transferring at both ends, to consider the project with a view to supporting the Toronto Board in asking the Dominion Government to grant such assistance.

RESPONSIBILITY OF RAILWAYS FOR DELIVERY OF GOODS CARRIED OVER MORE THAN ONE LINE.

Representations being made that when goods are carried over more than one line of railway, the railway of final delivery is not responsible for any damage unless it can be proved that the damage happened while the goods were in its possession, the matter was fully considered by the Council's Railway Committee, and subsequently the following memorial on the subject was addressed to the Minister of Railways and Canals:

OFFICE MONTREAL BOARD OF TRADE,

To the Honourable A. G. Blair, Minister of Railways and Canals, Ottawa.

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

That, owing to representations made by members of the Board, your Memorialists have given consideration to the question of the responsibility of railway companies for goods consigned on through bills of lading, and which are carried by more than one line;

That your Memorialists understand that under the Canadian law the responsibility of each railway company for goods carried by it is limited to the period that the goods are in its charge, and that the railway of final delivery is not responsible for any loss or damage unless it can be proved that such happened while the goods were in its possession;

That under the Canadian law consignees continually suffer serious losses from damage and shortage on importations which have been carried by more than one railway, and that as it is rarely possible for the consignee to prove in whose possession the goods were when the damage or losses occurred, he cannot recover compensation for same;

That in the United States the law is much more equitable, for there each and every railway company is responsible for the final delivery of the goods in good order and condition as received from the original shipper;

Wherefore your Memorialists respectfully urge that you will take into consideration the matter of the responsibility of railway companies for goods carried by them, with a view to the enacting of legislation that shall make the railway company delivering the goods

responsible to the consignee for any loss or damage that may have occurred to them since leaving the hands of the consignor.

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

CHAS. F. SMITH, *President.*
GEO. HADRILL, *Secretary.*

MONTREAL, 28th June, 1899.

The Minister in acknowledging the foregoing memorial said that the Board might rest assured that its representations in this regard would receive due consideration.

DISCRIMINATING RAILWAY FREIGHT RATES ON COAL OIL.

Detailed complaints were made in February with respect to the action of the Grand Trunk and Canadian Pacific Railways in advancing rates on oils on through shipments from Pennsylvania to Montreal, and also on local shipments of United States oils, said discrimination being alleged by the complainants to be in favour of the Standard Oil Trust. While the subject was under consideration, the railway companies withdrew the local discriminating rates complained of, but, as no action was taken by the railways with respect to the discrimination on through shipments, the Council communicated to the Minister of Railways and Canals copies of the complaints it had received, with the intimation that the Council considered the matter deserving of the Government's attention.

POSTAL MATTERS.

Additional Mail from New York.—As the last mail from New York to Montreal closed at 5 p. m., and the bulk of the letters in New York are mailed about 6 p. m., a large amount of such correspondence for this city was received a day late; the Council therefore communicated with the local post office authorities, suggesting the sending of a mail by the Adirondack train which leaves New York at 7.30 p. m., which suggestion was immediately acted upon, arrangements being made whereunder the New York Post Office has since then despatched a mail by that train, closing there at 6 p. m. and reaching here daily, excepting Sundays, at 7.45 a. m.

CUSTOMS MATTERS.

Collection of Duty on Commission Charges.—In consequence of a complaint received from an importing house with respect to the exaction custom duty on commission charges, the Collector of Customs, Mr. R. S. White, was interviewed by the Secretary with respect thereto, and the Collector

thereafter wrote quoting the departmental instructions on this point, and briefly defining them as follows :—

Under the departmental instructions such commission is expressly exempted from duty when the goods are bought in the name and on the credit and account of the importer, and so invoiced. When the goods are bought in the name and on the credit and account of the commission house, and invoiced by the latter to the importer in Canada, the transaction is regarded as a sale by the commission house to the Canadian merchant, and duty is levied accordingly. It would appear, in fact, that when the transaction is fully disclosed by the manufacturer's invoice to the importer being produced, the agent's commission will not, as a rule, be made dutiable.

With the Collector's explanation before it, the Council saw no reason to take exception to the regulation, and so informed the complaining firm ; but, as subsequently the Dry Goods Association of the Board urged the Council to endeavour to procure the withdrawal of the said regulation, the matter was referred to the following special committee for consideration and report after consultation with the representatives of the Branch Associations interested : Messrs. R. W. McDougall, Wm. McMaster and Jas. W. Knox. That Committee reported that, after consultation with the representatives of the fancy goods, hardware and dry goods importing trades, it recommended that the Minister of Customs should be asked to receive, on his next visit to this city, a deputation of importers who would explain the injustice of the regulation and the objections there are to its continuance. The Minister, the Honourable Mr. Paterson, very kindly met this request for an interview by attending with the Commissioner, on December 7th, in the Council Chamber of this Board to receive the deputation. The subject of duty on commission charges was fully discussed, and the difficulty of formulating a regulation which would exempt *actual* commission charges and yet prevent deduction from the value of the goods by *reputed* commission charges was made apparent. The Minister, however, said that he intended to obtain the views of other trade centres on the matter, and that thereafter it might be possible for him to formulate a regulation which would be more acceptable to importers generally.

Advantage was taken at the interview with the Minister and the Commissioner to protest against a recent change made by the Department with respect to the collection of duty on packing charges.

The Council conveyed its thanks at the time to the Honourable Mr. Paterson for his kindness in receiving the deputation here instead of requiring the members to proceed to Ottawa, but it takes this opportunity to repeat its acknowledgment of that much-appreciated courtesy.

INSOLVENCY LEGISLATION.

The Council renewed, early in the year, the endeavours made by its predecessors towards securing the passage of insolvency legislation, and was encouraged in its effort by an intimation received from the Bankers' Association to the effect that the idea of having an insolvency bill was generally approved of by that Association, and that it had appointed a committee to study Mr. Fortin's Bill and suggest certain changes to articles 46 and 48 thereof. The Council then (on 26th April) adopted the following resolution, which was communicated to Mr. Fortin :—

That the Council of the Montreal Board of Trade, believing that the commercial communities of this country are agreed with it in earnestly desiring, without further delay, the passage of legislation by the Dominion Parliament providing for the equitable distribution of the assets of insolvent traders, has given consideration to the Bill respecting Insolvency introduced last session by Mr. Thos. Fortin, M. P., and generally approves of the provisions thereof, but the Council is prepared to favourably consider the changes suggested by the Canadian Bankers' Association to articles 46 and 48 of the said bill.

That the Council is most anxious that this long sought for and much needed insolvency legislation may be passed during the present session of the Dominion Parliament.

In May, newspaper paragraphs appeared to the effect that the Government did not see its way clear to assist in promoting insolvency legislation during that session of Parliament, and that Mr. Fortin had therefore abandoned his bill. In consequence of this statement, enquiry was made of Mr. Fortin, who replied that he was obliged to drop his bill, as it is well known that no measure of that importance can be carried through Parliament by any member without at least the passive support of the Government, which he had been unable to secure. Your Council was greatly disappointed at the Government's inaction with respect to insolvency legislation, and adopted the following resolution, which was communicated to the Premier, the Minister of Trade and Commerce and the Minister of Finance :—

That in view of the earnest representations of the commercial community of this country in favour of insolvency legislation, strengthened as they have been by frequent unfavourable public and private references in Great Britain to the lack of such legislation, and to the iniquitous character of some of the Canadian provincial laws governing assignments, the Council of the Montreal Board of Trade expected that the Government would, at this session of Parliament, secure the passage of a bill for the equitable distribution of an insolvent's estate, that expectation being greatly strengthened by the circumstance that the commercial and banking interests, in their anxiety to secure such legislation, had agreed to compromise their divergent views on certain points of Mr. Fortin's bill, introduced last session,—

That the Council, therefore, learned with keen disappointment of the Government's decision not to support the adoption of insolvency legislation at this session of the Dominion Parliament, and the Council hereby expresses its conviction that, if the Government does not take early opportunity to ensure the passage of an insolvency act, the absence of such a law will have a most unfortunate effect upon the commercial future of this country, and that, as in the past, Canada will continue to suffer in the opinion of other countries whose laws secure justice to the creditors of an insolvent debtor.

CURATORS SHOULD BE COMPELLED TO GIVE SECURITY.

The Attorney-General having expressed the opinion that the desired amendment to Section 874 of the Civil Code, so that curators appointed *shall* be required to give security, does not come within the purview of Government legislation, your Council endeavoured, at the suggestion of the Wholesale Dry Goods Association, to secure such provision in a bill introduced by Mr. G. W. Stephens, M. L. A. Mr. Stephens at once expressed his willingness to have such a provision inserted, but unfortunately the bill did not pass, and so it is still optional with creditors whether or no curators give security.

AMENDMENT OF TRADE MARK AND DESIGN ACT.

An amendment to the Trade Mark and Design Act, to permit of the registering of labour union trade marks, and to allow such trade marks to be put on all manufactured goods, provided the proprietor or manufacturer was agreeable, passed the House of Commons, but, as the Council deemed this proposal a very obnoxious one, it adopted the following resolution, which was communicated by telegraph to the Honourable Mr. Mills, the Honourable Sir Mackenzie Bowell and the members of the Senate Committee which had the Bill under consideration :—

Resolved,—That this Council strongly objects to Bill No. 41, "An Act in further amendment of the Trade Mark and Design Act," now before the Senate Committee, it being considered that the legalizing of such trade marks would result in abuses both commercially and politically.

The opposition was successful, the Bill being thrown out by the Committee.

MUNICIPAL AFFAIRS.

Revision of City Charter.—The position of the draft city charter at the date your Council was elected was defined in last year's report as follows :—
 "The draft charter, with some further revisions, has been finally approved by the City Council, and it will soon be necessary for representatives of
 rep

this Board to closely watch its progress at Quebec, so as to be in attendance whenever any of the provisions thereof require support or opposition." The Private Bills Committee at Quebec having publicly announced that it would be prepared on February 15 to receive representations with regard to the financial clauses of the charter bill, your Council held a special meeting and authorized the President, with Mr. Robert Mackay, Mr. M. J. A. Prendergast and Mr. F. W. Evans, chairman of its Municipal Affairs Committee, to proceed to Quebec to present the Council's views. Those gentlemen duly attended, Mr. Evans being the spokesman, and the suggestions made by him on behalf of the Council were subsequently embodied, at request of the Chairman of the Private Bills Committee, in a memorandum as follows:—

MEMORANDUM of suggestions made on behalf of the Montreal Board of Trade, by MR. F. W. EVANS, Chairman of its Municipal Affairs Committee, to the Special Committee on the Montreal City Charter Bill, at Quebec, on Wednesday, February 15th, 1899.

The Board of Trade generally approves the Charter as printed, but wishes to make some suggestions, particularly with regard to the financial clauses. The Board also wishes to record its desire that no general increase should be made in the special taxes now in force, believing that such taxes always have a tendency to restrict commerce and hinder the growth of manufacturing and other industries.

Taking the financial clauses first, the Board of Trade finds that a very serious change has been made since the first draft of the Charter was submitted, in which power was given to the City to increase the rate of taxation on real estate by an amount not exceeding one quarter of one per cent. The Board approved that, on condition that the Charter provide that one half of the amount so raised should be devoted to the reduction of the debt, and that such extra taxation should require annually the adoption of a special by-law by the City Council for its imposition, so that it should not be a permanent feature of the revised Charter. In the Charter, as now printed, the funded debt is fixed in Art. 343 at \$27,000,000, and no provision is made for any increase in the amount available for running expenses. Taking the figures of 1897, the revenue from real estate was \$1,400,000, and special taxes gave about \$600,000, making a total of \$2,000,000 from these sources, besides \$650,000 from water rates. As the expenditure for interest is about \$1,150,000, there was left for general purposes about \$850,000, which amount, taking for granted the correctness of the expressions of opinion which have been given by parties most qualified to judge, is not sufficient to provide for the wants of a growing city of the size of Montreal, and the Board of Trade therefore still thinks that power should be given to the city to increase the tax on real estate, but only on the conditions it has suggested; so that finally the debt might be reduced to its proper limit of 15 p.c. If, however, Article 343 of the Bill is to stand, then the Board of Trade requests that Article 344 may be made more clear, and suggests that the following be adopted in lieu of the present wording:—

"The City shall have the power, during such time as the consolidated debt exceeds 15 p.c. of the assessable real estate of the city, as recited in Article 343, to borrow each year for the purpose of carrying on necessary permanent public works, such as the extension of the water works and water services, the extension of the drainage system, the laying of permanent sidewalks and pavements, the construction and extension of municipal buildings such as markets, fire and police stations, city hall and others, opening and widening of streets, street improvements, the acquisition of such lands and buildings as may be necessary for any of these purposes, a sum of money not exceeding 10 p.c. of the increase in assessable real estate shown by the assessment roll in force over that of the year immediately preceding; provided always that the total value of such taxable real estate exceeds \$140,000,000, and also that the total sum so borrowed in any one year does not exceed \$300,000. Should such increase in the value of the taxable real estate arise from the extension of the city limits by the annexation of adjacent territory, the amount of the debt upon the territory so acquired shall be added to the total funded indebtedness of the city, and the value of the real estate so annexed, as fixed by the civic assessors, shall be added to the total valuation of the assessable realty of the city."

The Board also particularly desires that Article 346, which insists that there shall be a majority of two thirds of the City Council for the appropriation of said moneys, should stand.

Auditors.—The Board of Trade is of the opinion that independent auditors should be appointed, and suggests that probably they might be named by the Provincial Government.

Art. 23. In this and all articles of a similar nature the Board of Trade believes that a majority of at least two-thirds should be required to carry a resolution vetoed by the Mayor.

Articles 29, 36 and 37 have the support of the Board of Trade, and it trusts that no alteration will be made in them.

Article 45, giving Joint Stock Companies a right to vote, is a provision that has been much needed, and the Board trusts that it will remain a part of the Charter.

Article 300, clause 46. The Board of Trade thinks that, as there are factory inspectors appointed both by the Province and the City, this clause should be very carefully worded in order that there should be no conflict between them, and so that factory owners should not be put to unnecessary expense in trying to comply with the demands of both.

Shortly afterwards the following memorandum of amendments suggested by your Council was communicated to Mr. R. Bickerdike, M. L. A., with a letter referring to the Council's objection to taxing special industries or doing anything to hamper manufacturing or commerce, and expressing the Council's belief that, however unpopular the measure might be, the only equitable method of raising the money necessary for carrying on the work of the city is to increase the rate on real estate, which increased tax would serve the double purpose of bringing more money for the current expenses of the city and of gradually decreasing the debt.

MEMORANDUM of Amendments suggested by the Board of Trade to Private Bill No. 59, "An Act to revise, amend and consolidate the Charter of the City of Montreal."

The Board of Trade wishes that clause No. 361 be amended as follows:—

In second paragraph delete the words "Machinery and other property so fixed or related to any building or land as to form part of the realty," and also the words "the generation or."

In third paragraph insert after "assessed value of such property" the following paragraph:—"But during the time that the funded indebtedness of the City is greater than fifteen per cent. of the assessed immovable property within the city, the Council may annually enact a by-law, effective for the succeeding twelve months only, providing for the imposition and collection of an additional assessment not exceeding one quarter of one per cent. upon the immovable property subject to taxation and assessment, and that the amount collected thereunder shall be used in the proportion of fifty per cent. towards the liquidation of the debt in excess of the limit of fifteen per cent. of the immovable property, and fifty per cent. towards current expenditure."

The Board of Trade asks that you seek to re-introduce Clause 45, giving joint stock companies a vote.

The Board of Trade asks that you take special care that Clause 34b is not taken out or changed.

On March 6th it became necessary to present the Council's views respecting the charter bill before the Legislative Council's Committee, and this was undertaken by Mr. F. W. Evans, Mr. Wm. McMaster and Mr. M. J. A. Prendergast, who proceeded to Quebec and presented the following memorandum:—

MEMORANDUM of Representations made on behalf of the Montreal Board of Trade, by MR. F. W. EVANS, Chairman of its Municipal Affairs Committee, to the Special Committee of the Legislative Council on the Montreal City Charter Bill, at Quebec, on Monday, 6th March, 1899.

The Board of Trade generally approves the Charter as printed in the Bill, but wishes to make some suggestions, particularly with regard to the financial clauses.

Taxation.—Taking the financial clauses first, the Board approved giving the City power to impose an extra rate on real estate not exceeding one quarter of one per cent., on condition, however, that the Charter provide that one half of the amount so raised should be devoted to the reduction of the debt, and that such extra taxation should require annually the adoption of a special by-law by the City Council for its imposition, so that it should not be a permanent feature of the revised Charter. In the Charter as now printed the funded debt is fixed in Art. 343 at \$27,000,000, and no provision is made for any increase in the amount available for running expenses. Taking the figures of 1897, it is found that, after providing for interest, there was left for general purposes about \$1,500,000, which amount (taking for granted the correctness of the expressions of opinion which have been given by parties most qualified to judge) is not sufficient to provide for the wants of a growing city of the size of Montreal, and the Board of Trade therefore still thinks that power

should be given to the City to increase the tax on real estate, but only on the condition it has suggested; so that finally the debt might be reduced to its proper limit of 15 per cent. However unpopular such increase of real estate taxation may be, the Board of Trade believes that it is the only equitable method of raising the money necessary for carrying on the work of the City, and the following proposed amendment to Art. 361 is drawn on that principle. In third paragraph insert after the words "assessed value of such property," the following words:—"but during the time that the funded indebtedness of the city is greater than fifteen per cent. of the assessed immoveable property within the city, the Council may annually enact a by-law effective for the succeeding twelve months only, providing for the imposition and collection of an additional assessment not exceeding one quarter of one per cent. upon the immoveable property, subject to taxation and assessment, and that the amount collected hereunder shall be used in the proportion of fifty per cent. towards the liquidation of the debt in excess of the limit of fifteen per cent. of the assessed immoveable property, and fifty per cent. towards current expenditure."

This increased tax would serve the double purpose of giving more money for the current expenses of the city and of gradually decreasing the debt.

The Board desires that no general increase should be made in the special taxes now in force, believing that such taxes always have a tendency to restrict commerce and hinder the growth of manufacturing and other industries.

Two-thirds Majority Vote.—The Board of Trade is also particularly anxious that Art. 346, which insists that there shall be a majority of two-thirds of the City Council for the appropriation of moneys raised by virtue of Art. 344, should stand.

Auditors.—The Board of Trade is of the opinion that independent auditors should be appointed, and suggests that probably they might be named by the Provincial Government.

Veto.—Article 27. In this and all other articles of a similar nature, the Board of Trade believes that a majority of at least two-thirds should be required to carry a resolution vetoed by the Mayor.

Factory Inspection.—Article 300, clause 46. The Board of Trade thinks that, as there are factory inspectors appointed both by the Province and the City, this clause should be very carefully worded, in order that there should be no conflict between them, and so that factory owners should not be put to unnecessary expense in trying to comply with the demands of both.

Taxation of Machinery.—The Board of Trade objects to the taxation of machinery and other property so fixed or related to any building or land as to form part of the realty, and the taxation of machinery used in connection with the generation of power, light, heat, and it therefore desires that the second clause of Article 361 be amended so as to read as follows:—

"Immoveable property shall comprise lands, buildings erected thereon, and also all pipes, poles, wires, rails, tunnels and other constructions and apparatus of every nature used in connection with the distribution of power, light, heat, water, electricity or for traction purposes, whether any of the same be constructed or placed upon, over or under property, street highways, or elsewhere within the limits of the City."

Income Tax.—The Board of Trade does not favour this clause or any special tax on non-residents.

Joint Stock Companies' Vote.—Article 45 giving Joint Stock Companies right to vote is a provision that has been much needed, and the Board of Trade trusts that it will remain a part of the Charter.

Tax on Machinery.—Clause 361 of the Charter Bill providing for the special taxation of machinery, the manufacturers of the City petitioned the Legislative Council, praying for the elimination of the said clause. The Council, which had already opposed such taxation, readily supported the manufacturers' petition by adopting the following resolution on March 1st :

“That the Council of the Montreal Board of Trade endorses the petition of the manufacturers of the City of Montreal to the Legislative Council at Quebec, praying that the second paragraph of Article 361 of the Montreal City Charter Bill be amended by striking out the words ‘machinery’ and other property so fixed or related to any building or land as to form part of the realty,’ and also the words ‘the generation or.’

“That the Honourable J. K. Ward, as a member of the Board of Trade Council, is hereby specially requested to give this resolution his attention.”

The Legislative Council did not, however, adopt this amendment, and the assessors have taken the ground that, under the Charter as it stands, they have no option, and are compelled to value for taxation all machinery without exception. The result is that manufacturing concerns are leaving the city, and it is evident that if the tax is not abolished the consequences will be disastrous.

Your Council, therefore, noting at its meeting on December 20th that the City Council was to consider the question of the taxation of machinery, adopted the following resolution :—

That the Council of the Montreal Board of Trade, being convinced from the experience of its members, and from evidence submitted, that the tax on machinery is now and will continue to be injurious to the progressive interests of this city, takes the opportunity of a special meeting of the City Council having been called for Friday, 22nd inst., to consider the by-law in relation to that tax, to unanimously urge the City Council to forthwith take the necessary action to procure such amendment of the City Charter as will abolish the tax on industrial machinery.”

At the meeting of the City Council referred to in the foregoing resolution it was decided to apply at the next session of the Legislature to amend the Charter by adding a clause which will enable the City Council to adopt a by-law exempting from taxation and assessment for a period not exceeding ten years, machinery, plant and tools in every manufacturing industry in the City of Montreal, except the property of persons, companies or corporations

having privileges or powers over or under the streets, or any part of the city property. While the adoption of such a by-law would relieve manufacturers from the taxation of their machinery, the fear of the tax being reimposed would deter manufacturers from establishing their factories here, and your Council, therefore, objects to the temporary character of such relief, and recommends its successors to endeavour to procure an amendment of the Charter on the lines suggested when the Charter Bill was before the Quebec Legislature, whereunder the taxation of machinery was restricted to that used for distribution or traction purposes, the following being the clause suggested by the Council:—

“Immoveable property shall comprise lands, buildings erected thereon, and also all pipes, poles, wires, rails, tunnels and other constructions and apparatus of every nature used in connection with the distribution of power, light, heat, water, electricity or for traction purposes, whether any of the same be constructed or placed upon, over or under property, street highways, or elsewhere within the limits of the City.”

Threatened intrusion of Street Railways into the Mountain Park—The clause in the City Charter Bill protecting Mount Royal Park from the intrusion of street railways having been struck out by the Private Bills Committee, the following telegram was sent to the local members:—

Council Montreal Board of Trade, which has always protested against construction of any electric or other railway within the limits of Mount Royal Park, urges the retention of Article 547 in City Charter Bill without any alteration, so that the City Council shall not have power to alienate any portion of Park for such purposes.

Widening of St. Antoine Street and Notre Dame Street East Opposed.
—The following resolution was adopted by the Council on February 14th, with respect to the Bills providing for the widening of St. Antoine street and Notre Dame street East.

Resolved,—That the Council of the Montreal Board of Trade, being of opinion that in the present state of the City's finances no further additions to its indebtedness should be authorized, hereby earnestly protests against the passage of Bill No. 76, “An Act to amend the Charter of the City of Montreal, and in particular the Act 59 Victoria, Chapter 49,” the same providing that the City shall be bound to proceed with the widening of Notre Dame street east; and Bill No. 119, “An Act to amend the Charter of the City of Montreal,” providing that the City shall forthwith widen St. Antoine street.

In taking this action the Council followed in the steps of the 1897 Council, which had successfully opposed the passage of similar bills.

Re organization of Police Force Necessary.—The number of burglaries committed in this city during the past fall, and the apparent inability of the police to cope with the evil, led the Council to adopt the following resolution for communication to the City Council:—

That the frequency of successful burglaries in this city, and the failure of the police to prevent their recurrence, shows that the police force and detective service are incapable of fulfilling their duty of protecting property ;

That the Council of the Board of Trade therefore asks the City Council to take the necessary steps for the re-organization of the police force, with special reference to the improvement of its detective service.

That resolution was referred by the City Council to the Police Committee, whose reply, as follows, appears to the Council to emphasize the need for re-organization that its resolution declared necessary :—

MONTREAL, Nov. 24, 1899.

GEO. HADRILL, ESQ.,

Secretary Montreal Board of Trade.

SIR,—Your communication, *re* reorganization of police force, after submission to the City Council, was referred to the Police Committee and read at its last meeting on 23rd inst.

In answer, I am directed to say that the Police Committee is satisfied that the police force, as well as the detective service, are doing all in their power with the limited means at their disposal to put a stop to the burglaries and to protect property.

I am further directed to add that the said Committee does not see that the police force needs to be reorganized.

JOHN J. BARRY,

Secretary Police Department.

Endorsation of Citizens' Petition asking for Royal Commission on Civic Administration.—A petition of citizens to the Lieutenant-Governor in Council praying for the appointment of a Royal Commission to enquire into the civic administration of this city received the endorsement of last year's Council, and, on the occasion of the presentation of that petition to the Honourable Mr. Marchand, Provincial Premier, which took place on May 31st at the Government offices in this city, your Council was represented by two of its number, the Honourable J. K. Ward and Mr. M. J. A. Prendergast. The Honourable Mr. Marchand, in receiving the petition, assured the deputation that the matter would receive the Government's earnest attention, and that a speedy reply to the prayer of the petition would be given ; the Royal Commission has not, however, yet been appointed.

Special Civic Taxation of Departmental Stores.—The question of special civic taxation of departmental stores having been brought before the Council by a local organization, a reply was sent stating that, while the Council was in favour of imposing upon departmental stores their fair share of taxation, it was not at present prepared to endorse any particular system of doing so.

MONTREAL TOURISTS ASSOCIATION.

As a result of representations made to the Council on March 22 by a deputation from the Montreal Tourists Association with respect to the aims of that Association, the Council adopted the following resolution :—

“That the Council of the Montreal Board of Trade having been made aware, by a deputation from the Montreal Tourists’ Association, of the objects of that organization, hereby records its hearty endorsement thereof and its belief that, as the City will doubtless benefit largely by the work of the Association, citizens generally should support the same.”

CONTEMPLATED PROCURAL OF DIRECT CABLE QUOTATIONS OF CANADIAN DAIRY PRODUCTS.

The Butter and Cheese Association having requested the Council to make arrangements with the Provision Exchange of London to furnish the Association with daily direct official cable quotations of Canadian cheese, butter and eggs, and that this information be confined to members of that Association, the Council replied that it was willing to authorize the expenditure, but that it could not, as requested, confine the information received by such cable quotations to members of the Butter and Cheese Association. The Butter and Cheese Association decided that unless the use of such cable advices could be restricted to its members, it would not ask that the expense of their procural be incurred.

MANCHESTER SHIP CANAL.

As a result of a lengthy and interesting letter from the representative in Canada of the Manchester Ship Canal Company, the Council adopted, on May 10, the following resolution :—

That the Council of the Montreal Board of Trade, having read with great interest the communication of Mr. R. Dawson Harling relative to the Manchester Ship Canal and the Manchester Liners, Limited, hereby places on record its high appreciation of the efforts of the Canal and Liners’ Companies to open up direct trade between the Port of Manchester and the Dominion of Canada, and the Council further expresses the hope that the efforts of those two Companies may prove so entirely successful as to result in great advantage to this Dominion and to the Port of Manchester.

THE PHILADELPHIA MUSEUM.

An invitation from the Philadelphia Commercial Museum to accept permanent membership on its International Advisory Board was accepted, the invitation stating that the membership of that Board included all the leading commercial organizations in the United States, and many in Mexico,

Central and South America, South Africa, India, Australia, China and Japan; also that these organizations conferred with the Board in an advisory capacity, and instruct it as far as practicable in the direction of a general development of international commerce, and the removal of any trade disabilities between their respective countries and the United States. Diplomas of membership were subsequently received, together with a letter stating that the Museum officers trusted that the Montreal Board of Trade would cooperate with them to the fullest extent, and that the members, individually, would feel quite free to address them on all topics of mutual interest.

INTERNATIONAL COMMERCIAL CONGRESS AT PHILADELPHIA.

The Council accepted in May an invitation from the Philadelphia Commercial Museum for this Board to be represented at an International Commercial Congress to be held in conjunction with a Commercial Exposition at Philadelphia, in October, the invitation stating that the delegates would be the guests of the City of Philadelphia. Your Second Vice-President, Mr. Henry Miles, undertook, at the request of the Council, the duty of representing this Board on the occasion, and he compiled for submission to the Congress a most interesting paper on the export trade of Canada, which is embodied in the report that that gentleman made on his return to this city; copy as follows:—

MONTREAL, November 2nd, 1899.

CHAS. F. SMITH, ESQ.,

President Montreal Board of Trade, Montreal.

SIR,

I beg to report to you that I attended the International Commercial Congress at Philadelphia from the opening day, October 12th, until 24th. The first two days, October 12th and 13th, were devoted to opening ceremonies and addresses by the representatives of the various Governments present.

On Saturday, October 14th, I had the honour to address the Congress as a delegate from the Montreal Board of Trade, and I now transmit to you a copy of the address as it will appear in the records of the Congress. The other matters of interest to the trade of this country that were touched upon by the Congress were presented in the form of resolutions. These were as follows:

1. "That in the opinion of this Congress the transportation problem is of the greatest importance to the Western agriculturist, miner and lumberman, and with the completion of the canal system of Canada to a uniform depth of fourteen feet, which can be used on equal terms by the ships of the United States and Canada, and the large consumption of American products by Canada, and the community of interest growing between the two countries, justifies the reasonableness of a request that the use of the inland waters and canal systems

be extended to the shipping of both countries on equal terms, including the right to trade between any Ports."

2. "Whereas, expression has been given at this Congress favouring closer trade relations with other countries, and

"Whereas, the free exchange of natural products of the United States and Canada would tend to the mutual advantage of each ;

"Therefore, resolved : That this Congress recommends the appointment of a commission representing both countries, for the purpose of formulating a plan which can be submitted for approval by the respective Governments."

The first was carried unanimously at one of the morning sessions ; the second, however, elicited a lengthy discussion, participated in by quite a number of the delegates present. The view of Australians as well as many other foreign delegates was that, if this principle applied at all, it should not be confined to Canada. Finally, it was carried, but not with the unanimity or hearty expression that was desired by some of the Canadian delegates.

As stated above, the first resolution met with the heartiest reception, and was carried practically without discussion, but I as your representative took no part whatever as to the second motion, I felt that I did not carry with me the expression of the members' views, and was without instruction from the Council.

The Hon. Mr. Dobell was on the platform when my address was presented ; he took an active part in many of the proceedings, and was especially energetic in favour of both resolutions being adopted. It will interest you to learn that, throughout the proceedings of the Congress, the sentiment and frequent expression favoured reductions in the various high tariffs of the world. To state it in a few words, the opinion expressed was that international commerce cannot be to any extent increased or improved between countries having in force on one side or the other high tariffs.

There can be no doubt as to the close connection existing between the organizers of the Commercial Museums at Philadelphia and of the Commercial Congress, and the Government of the United States. I, therefore, believe that action by the latter is likely with regard to many matters to be in keeping with or following the lines of the recommendations of the Congress. One can infer that a general reduction in the Customs Tariff of the United States is within the limits of probability.

The delegates of the Congress were treated most hospitably by the United States and by the City of Philadelphia. Many excursions and entertainments were carried out—the most notable event in this direction being the invitation of the President of the United States to the Congress to visit Washington. Everything was provided in every direction towards the pleasant and satisfactory carrying out of this trip. I had the honour along with the other delegates of being presented to the President at the White House, where the reception was given on Saturday, October 21st. The members of the Cabinet of the United States were present, as also the Diplomatic Corps.

In conclusion, I may say that I have but one suggestion to offer to this Board, and that is in connection with the Commercial Museum which is now well established at Philadelphia. I observed that nearly all countries had exhibits of natural as well as of some manufactured products nicely arranged in the Museums, and in regard to any of which the officers in the building can give the fullest information to buyers or merchants. These exhibits were arranged, first, by countries in separate rooms, and, second, in classes, there being duplicate samples of everything.

I think that Canada should have an exhibit of natural products at any rate in this permanent Museum. This can possibly be brought about by this Board's making a representation upon the subject to the Dominion Government.

I have the honour to remain,

Yours truly,

HENRY MILES.

Address delivered by Mr. Henry Miles, Delegate from the Montreal Board of Trade, to the International Commercial Congress, Philadelphia, October, 1899.

MR. PRESIDENT AND GENTLEMEN,—

I have the honour of participating in this great commercial gathering as a delegate from the Montreal Board of Trade, Canada. First, I would extend to this meeting hearty greetings from the business men in Canada, whom I am here to represent, and to the Directors of the Philadelphia Commercial Museum, to whose energy and untiring effort is due the holding of this International Commercial Congress, I tender the warmest and best wishes for success.

It is quite apparent that the organizers—our hosts to-day—have already the enjoyment of the first two essentials making for the ultimate success of their project, i. e., in the number of National Governments that have accepted participation in this Congress—in the number of acceptances of invitation by commercial bodies in various countries, and in the large attendance of delegates actually present to-day in this great city of Philadelphia.

The ultimate success sought is in the direction of an increased interchange of commerce between the United States of America and the other nations of the world. For each country contributing to this issue, there exists the same interest. The interest is one for us all here, and in speaking of the natural products or of the manufactures of any country represented upon this occasion, the country's delegates will be but adding information or data upon which an increased commercial activity may be sought. Canada has many natural products similar to those of the United States, and with which her interest may stand in the light of a competitor—yet the position is not invariably such. The commerce between the United States and Canada is quite important, notwithstanding the tariff disabilities existing on both sides of the international boundary. These tariff obstacles, and, in fact, I believe all matters that tend towards restricting commerce between the two countries, or that offer at all the opportunity for misunderstanding, are at this present time engaging the attention of the respective governments, and it is the earnest hope of our business community that a fully satisfactory solution of every item and difficulty may speedily be reached.

As a Canadian merchant, I can tell you that hope is centered in the direction of increased commerce with our great and near neighbour. Propitious conditions, or those tending towards the fullest realization of this hope, are unfortunately in a measure dependent upon the respective revenue requirements of the two countries, and with Canada, at any rate, a proper respect and consideration for vested interest is involved, i. e., the capital invested in the manufacturing industries has had a measure of tariff protection for many years past which cannot be immediately altered.

It is the view of competent authority that a desire upon both sides to meet the question

fairly can secure greatly increased and more satisfactory trading. The policy of the Government of Canada is undoubtedly to foster foreign trade. Production for export has been greatly encouraged, and no stone has been left unturned that would facilitate or cheapen transportation and favor the profitable marketing of produce. The foreign or export trade is deemed in Canada an all-important factor in the stability of our national life, and from a commercial point of view we have reached a plane of success. For the past two years Canada's exports have been greater than her imports.

Since the confederation of the Dominion of Canada—a period of some 31 years—the imports have exceeded the exports in value nearly 500 million dollars. During this period the imports exceeded the exports—one year—\$52,000,000. In 1868 the Canadian exports were exceeded by imports, \$20,000,000. The turn in the tide of commerce—the index of prosperous stability—that which has so long been striven for, has come to us. In 1897 Canada's total exports exceeded her imports by \$18,731,644, and in 1898 by nearly \$24,000,000. The value of the exports of 1898 was \$164,152,683. The value of imports \$140,323,053, a total trading with the outside world of \$304,475,736.

Canada stands in the position of selling more than she buys. The returns for the year 1899 will, it would now appear, show a large increase in the figures I have quoted and a continued augmentation in export trade.

Canada's trade is most important with Great Britain and the United States. The aggregate import and export trade, with both countries, on the basis of goods entered for consumption and exported for the past five years, was as follows in value:

	Great Britain.	United States.
1894.....	\$107,256,123	\$ 88,844,040
1895.....	92,988,727	95,932,197
1896.....	99,670,030	103,022,434
1897.....	106,639,690	111,022,513
1898.....	137,499,735	124,410,926
		Value.
1898—Exports to Great Britain.....		\$104,998,818
1898—Exports to United States.....		45,705,336

while the imports entered for consumption were:

From Great Britain.....	\$ 32,500,917
From United States.....	78,705,590

The percentage of duty collected on the value of goods entered for consumption, dutiable and free, for 1898, was 16.95 per cent., and the customs duty collected in that year represents \$4.22 per head of population.

Figures such as I have presented to you are interesting in connection with the subject I would deal with, and are especially so in the consideration of the commercial position and progress of Canada—a colony of the British Empire and a comparatively recent participant in the world's trading. Not long ago the word or name "Colony" indicated usually a far-off part or territory that afforded an easy market to the mother country, and in that

respect alone yielded a return to the parent nation through her mercantile community for the expense of colonization and protection.

Canada has passed from this stage, and while affording a good market for the Mother Country has extensive trading relations with many of the manufacturing or producing countries of the world—a buyer in the open markets and a seller in a greater extent at the same time. My object now is to speak of the products, natural and manufactured, of Canada—to refer to what we have to offer for sale outside our own borders. In other words, and to state as briefly as possible, I wish to expose to you what Canada's contribution can be towards that increased interchange of commerce which the business men of my native country so earnestly desire. It may not be out of place to state here that Canadians are a free people. Our form of government is by the popular will, and with bright and intelligent leaders the people govern themselves well. We owe allegiance to our great and good Queen Victoria, and to the institutions of the British Empire we bow. Love, pride and respect are the links in the chain of our happy bondage.

The Parliament of Canada enacts the laws under which we live, and amongst the duties of this body one is to define the fiscal policy of the country. The Tariff and Customs Acts deal with especially the import trade—a most interesting feature to those who would have access to our market and to trade within our borders. While the Imperial sanction may be necessary before treaties can be entered into with foreign countries, it can be said that our own tariff is an all-important factor, and rests within the power of Canada's legislators. Canada at present gives a certain preference in her tariff upon the produce or manufactures of Great Britain with some exceptions, and also has a commercial treaty in effect upon some specific items with France. Why is the preferential tariff of Canada (25 per cent. reduction) not applied to other countries as well as to the British Empire? The benefit of this rebate has not so far been claimed by other countries for the reason that in every direction Canada is met with tariffs of a more or less prohibitory character, and in no direction with reasonable modifications that would enable our Minister of Customs to consider we were getting a fair return advantage. It is for you, gentlemen, to remedy this. Great Britain admits the products of her Colonies, as well as those of all other nations, free of duty. Let us see in what measure this condition can be met by other trading nations. It is not unreasonable to ask the question, "Why should Canada extend the preferential tariff to countries that tax heavily or prohibit the importation of the products she exports?" After Great Britain, our largest business is with the United States, and we import more heavily from that country than from across the ocean. We would look with pleasure upon an example being given by the United States in this matter. It is worthy of consideration, and would appear as within the scope of the aim of this Congress. I commend this point to the attention especially of the delegates who represent the business interests of this great Union.

With the United States, as also with other nations and states, there is a great desire upon the part of Canada to foster and increase international commerce, and it is for practical business men to encourage and pave the way to the improving or amending of existing conditions. In opening wider our market to foreign competition, we look for a reasonable return—an advantage in one form or other for our own products that will extend and increase our export business.

I will now mention the principal exports of Canada for 1898:

Animals: Cattle, horses, sheep, swine, poultry	\$12,000,000
Breadstuffs: Barley, beans, buckwheat, corn, oats, peas, rye, wheat, bran, oatmeal, wheat flour, malt.....	40,000,000
Carriages, carts, bicycles, etc.....	480,000
Coal, charcoal, etc.....	3,469,000
Cordage, twine, rope, etc.....	152,000
Manufactures of cotton.....	578,000
Drugs, dyes, chemicals.....	575,000
Fish and produce of fisheries.....	10,563,000
Fruits, apples, etc.....	1,783,000
(In the year previous, 1897, value was \$3,161,000.)	
Furs and manufactures of.....	1,924,000
(In 1894 the value was \$2,850,000.)	
Hay.....	358,000
(In 1894 the value was \$2,601,000.)	
Hides, horns, tails, skins, other than fur.....	1,082,000
Hops.....	25,000
Leather and manufactures of.....	1,630,000
Gold and silver	7,109,000
Metals and minerals and manufactures, total.....	13,246,000
Musical instruments.....	370,000
Oil cake.....	199,000
Oils.....	79,000
Raw pelts.....	39,000
Provisions:	
Butter.....	2,523,000
Cheese.....	18,486,000
Eggs.....	1,255,000
Bacon and hams.....	8,046,000
Canned meats.....	255,000
Other meats and lard.....	609,000
Total value of provision exports, \$31,146,000.	
Seeds.....	532,000
Ships.....	191,000
Spirits and wines.....	289,000
Stone and manufactures.....	370,000
Sugar and molasses.....	144,000
Tobacco and manufactures.....	197,000
Vegetables, potatoes, etc.....	741,000
Wood, timber, lumber, deals, etc., and manufactures of.....	29,363,000
Wool and manufactures of.....	243,000
Coin and bullion.....	4,623,000

Any information that may be desired in respect to these lines can readily be obtained by addressing the Department of Trade and Commerce at Ottawa, the capital of the Dominion.

I will now refer in detail to some of the branches of Canadian export trade :

The paper and pulp industry is making great progress, and our present position is indicated by the following facts :

Number of paper mills in operation.....	34
“ “ chemical pulp mills.....	12
“ “ ground pulp mills.....	23

These mills turn out :

64,000 tons of paper yearly.

35,000 tons of chemical pulp per year.

125,000 tons of ground pulp per year.

The capital employed in this industry is \$9,000,000; 3,250 people are employed and \$1,200,000 is paid in wages annually. There are at present mills in course of construction that will increase the figures given by 25 per cent., and it may be stated that the supply of crude material is practically inexhaustible.

The fish industry of Canada is a very important one, affording employment to a large section of the population on the Atlantic and Pacific coasts, and partial sustenance to a still larger number of persons. For several years past the average export value has been in round figures ten million dollars yearly. The once plentiful supply of herring and mackerel on the Atlantic coast of the Dominion has for some years not been forthcoming, the reason given for this fact by the fishermen being that the fish have migrated to the coast of the British Isles. The canning of salmon and lobster has become an important industry in British Columbia and the Maritime Provinces respectively, salmon constituting about one-third of the value of the total exports, canned lobsters about one-fifth, and dried codfish constituting another third.

Butter and Cheese.—The high esteem in which Canadian dairy produce is held in Great Britain to-day as compared with ten to fifteen years ago is most marked. Not more than ten years ago the British community declined to entertain any offers of Canadian dairy produce unless they could procure it at a lower price than United States produce. This was a state of affairs that Canadians felt must be changed, and, as soon as this fact was realized, efforts were made at once to improve the quality, and to see if something could not be done to turn out an article superior to that of our competitors. As a result of these efforts the position has been completely altered, and Canadian dairy produce to-day occupies the same position toward Great Britain as the other did ten years ago; that is, Canadian dairy produce commands a higher price in England to-day than the produce of those who compete with us in this branch. This has been attained by placing at the disposal of the factorymen a satisfactory system of transportation, and by employing competent men termed inspectors, who visit each factory from time to time and keep careful oversight as to quality.

Products of the Forest.—There are about 6,000 saw mills in Canada giving employment to not less than 15,000 men. The average output of these mills is about 400,000 feet

per season. The output from the 100,000 square miles under license in the various provinces is 2,500 million feet board measure, and in addition there is a large amount taken from private lands. The carrying trade and commerce is largely indebted to the forest, more tonnage being employed on the St. Lawrence and canals in conveying timber and lumber to market than on any other commodity. My colleague, Hon. J. K. Ward, will likely address you at a later session, and it is his purpose to go more minutely into this subject.

Grain.—The Province of Manitoba produces the bulk of the wheat grown in Canada, this year's crop for export being estimated at fifty million bushels. A large proportion of this product finds its market in Europe via the St. Lawrence route or the Erie canal route. Ontario produces winter wheat, but, being a thickly populated province, the bulk of this product is consumed locally.

The Provinces of Ontario and Quebec are both large producers of oats, peas and barley, and the surplus of same over consumption is exported to Europe. A superiority is claimed for Canadian cereals, due, the producers assert, to the climate of our northern country.

None of these agricultural products of Canada find a market in the United States, for, as that country produces the same cereals in profusion, it is a natural competitor with us in their export to foreign markets.

The Live Stock trade has varied greatly in the past few years. The variation is dependent upon the market and demand abroad, and not so much upon the ability of Canada to supply. Montreal, the commercial metropolis of Canada, is the principal shipping point, and the following statistics of that port from 1893, and covering a portion of the present year, will give a fair index, in the numbers of head shipped, of the character of that trade.

The shipments of Live Stock from the port of Montreal since 1893 have been as follows:

	During Season of Navigation.		
	Sheep.	Cattle.	Horses.
1893	3,743	83,322	1,660
1894	139,780	86,635	5,623
1895	210,607	94,972	13,303
1896	76,520	98,507	10,421
1897	60,638	117,347	10,051
1898	34,991	99,189	5,827
	Up to September 30th.		
1899	44,437	68,724	3,695

The Egg Trade.—This trade bids fair to develop far and away beyond any possible calculation based upon past records. Until comparatively recently the surplus production was shipped to the United States market. The change made a few years ago in the United States tariff obliged the seeking of a more profitable outlet. The result of experiment has opened to us an almost unlimited market in Great Britain. This has given a

marvellous impetus, and production has largely increased. Figures obtained from reliable sources expose the fact that the importation into the British Isles amounts in value to nearly \$15,000,000 annually, the supplies coming from France, Denmark, Belgium and Russia. We have overcome the first difficulty met with, *i. e.*, the transportation across the ocean in proper condition. To succeed in competing for a share of the egg trade in the British market, scrupulous care and attention is necessary to many details. The farmer—the gatherer—the storekeeper and the exporter are obliged to closely co-operate to fulfil all the necessary conditions. Cold storage or refrigeration in transit has proven rather detrimental than otherwise, shippers finding ventilation and care all round preferable. Provision to this end is now sought from the railway and steamship lines. The cities of the United States would seem our natural market for this product, but the tariff in force practically prohibits the trade.

The Canadian Poultry Trade.—The poultry trade of Canada has completely changed within the past few years, the market for our surplus poultry being now the United Kingdom, instead of the United States, as formerly. The preparing of poultry for the English market has developed into a science, English importers having been sent over to instruct our people as to the best mode of killing and dressing. The raising of turkeys, geese and chickens has grown to large dimensions during the past year or two, and this year will show a very large increase. A good authority on this subject estimates that about 3,500,000 pounds of dressed poultry will be shipped to Great Britain during the coming season, against about 2,300,000 pounds last season. The poultry is bought alive from the farmers by exporters, who kill and dress for the Liverpool, Manchester, London, Bristol and other markets, instead of for the New York and Boston markets as in former years. The change is attributable to an adverse alteration of the United States tariff.

Cotton Industry of Canada.—Up to 1874 there was very little done in the manufacture of cotton; the product of the mills to this date consisted mostly of gray cloth, gingham, etc.; in the above-mentioned year the Montreal Cotton Company commenced to build their mill at Valleyfield to make white goods, this being the first attempt in Canada on a large scale to bleach by machinery. This has become one of the best equipped mills on the continent, and produces a great variety of colored goods, employing nearly 2,000 hands, with an annual output of two million dollars. The Dominion Cotton Company mills at Hochelaga, the mills at Magog and other places are a credit to Canada. The Colored Cotton Company's mills at Cornwall, St. Croix, etc., are all doing a good business. There are in Canada 22 cotton mills, containing, say, fifteen thousand looms and eight hundred thousand spindles, employing a capital of twelve million dollars, and producing goods of the value of, say, eight million dollars per annum. The only print mill in the country, that at Magog, on the whole has been a success, producing goods that are popular. The diversity of cotton fabrics made in the country has helped to keep our market to ourselves and also to export a little occasionally, and giving employment to, say, 10,000 people. There has been no cotton machinery made in Canada up to the present except by a Valleyfield Company, which makes the Crompton Draper Loom, a great labor-saving machine. Business at present is good, and all our mills are running to their full capacity to supply our own market; we find it difficult to

export when we find it hard to hold our own with an average protection of at least 30 per cent. duty.

Canada with her population of less than six million people has now in operation a most extensive system of railways and canals, enabling the carriage to her ocean ports of the products and manufactures I have enumerated—a system which, considering the enormous area of the Dominion and comparative smallness of the population, can unhesitatingly be spoken of as marvellous.

Nature has given us the mighty St. Lawrence—the greatest natural highway in the universe—and to this the pluck and enterprise of our citizens have added canals to overcome the difficulties of the rapid running waters at several points, facilitating thereby upward navigation. We have now a 14-foot waterway from the Great Lakes to the tide waters of the Atlantic, and the season of 1900 will witness a great change in the transportation of the produce of the west. The St. Lawrence navigation extends from the Straits of Belle Isle to Port Arthur at the head of Lake Superior, a distance of 2,260 miles. The canals of Canada were built and are operated by the Government, and the cost to the country has been about eighty million dollars.

The railways of Canada cover 18,000 miles. The capital invested by the railway companies of Canada amounts to 981 million dollars, and the Government railways cost approximately 60 million dollars.

I mention these facts seeking to demonstrate to you that the Canadian people are endowed with energy and enterprise, and that they have an unbounded confidence in their country and in the future.

Nature has blessed Canada with boundless resources in forest and mine, in the waters that gird her shores and in the productiveness of her soil. With increasing population will these great blessings we possess be developed. The past and the present generation have laid a foundation of which we are to-day proud, and, in realizing the first fruits in our national aim, we look forward hopefully to the future of our country.

We join in the hopes and desires of our great neighbor for greater commercial activity within and without the borders of this continent, of which we can feel pride in being a part. We hail this opportunity with pleasure, indeed, to meet in congress here the representatives from so many climes, those who carry the message of commerce from far and near, for we want in Canada not only to improve and increase our commercial relations with the United States, but with all nations to whom we can offer Canada's products and to whom we can offer a market.

Mr. President and Gentlemen, I thank you for your attention, and in concluding I again extend the best wishes of the Montreal Board of Trade for the success of this great undertaking.

The recommendation at close of Mr. Miles' report to the President with respect to the desirability of Canada being represented by an exhibit at the Philadelphia Permanent Museum, was adopted by the Council, and carried out by a letter to the Government representing the need for a good exhibit in that Museum.

IMPERIAL INSTITUTE.

From time to time the Curator of the Canadian Section of the Imperial Institute writes desiring to be placed in communication with the Canadian producer or manufacturer of certain articles, and the Council gladly gives its assistance in such matters. In a recent letter the Canadian Curator wrote as follows :—

I may add that I shall be always happy to make preliminary enquiries for any Canadian houses who may desire to find openings in this market, and to furnish names of possible importers of their goods.

FOURTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

Intimation has been received that the London, England, Chamber of Commerce has decided to proceed with the organization of a Fourth Congress of Chambers of Commerce of the Empire, to be held towards the end of June, this year. This Board has been invited to co-operate in that Congress by delegating one or two residential colonists to represent it. The Council has thought it best to leave to the incoming Council the appointment of delegates to that Congress and the decision as to action on the subjects to be discussed thereat.

INSPECTION AND OTHER OFFICES.

Inspection of Wheat and other Grain.—Inspector, HOSPICE LABELLE. Board of Examiners, 1899, E. F. CRAIG, Chairman; A. G. McBEAN, ALEX. MCFEE, JOS. QUINTAL, ADAM G. THOMSON.

Selection of Standard Samples.—The meeting at Toronto for the selection of standards of grain grown east of Port Arthur, held 21st September, was attended by the three Montreal representatives, Messrs. E. F. Craig, C. B. Esdaile and Alex. McFee.

Inspection of Flour and Meal.—Inspector, PHILEAS ROUSSEAU. Board of Examiners, 1899, J. E. HUNSICKER, Chairman; A. E. GAGNON, W. A. HASTINGS, H. W. RAPHAEL LIONEL J. SMITH.

Inspection of Hay.—Inspector, none. Board of Examiners, 1899, JOHN CROWE, C. B. ESDAILE, JOS. QUINTAL, JOS. ROBILLARD, JAS. SCOTT.

Inspection of Leather and Raw Hides.—Inspector of Leather, J. H. MOONEY; Inspector of Raw Hides, ANSELME BISSONNETTE. Board of Examiners, 1899, JAS. LINTON, F. C. A. McINDOE, JAS. PRICE, THAXTER SHAW, J. ALEX. STEVENSON.

Inspection of Beef and Pork.—Inspector, none. Board of Examiners, 1899, JAMES ALLEN, W. H. MASTERMAN, STEWART MUNN, JOS. WARD.

Inspection of Pot Ashes and Pearl Ashes.—Inspector, EDWARD J. MAJOR. Board of Examiners, 1899, C. H. CUNNINGHAM, R. LACY DILLON, HENRY DOBELL, W. S. KERRY, JNO. E. KIRKPATRICK, D. T. TEES.

Compulsory Inspection desired.—The Board of Examiners renewed in May to the Minister of Inland Revenue former representations made as to the need for the inspection of ashes being made compulsory, but while the Minister, in his reply, admitted that there might be more reason for returning to the compulsory inspection of Pot and Pearl Ashes than of many other articles, the desired amendment to the Act was not procured.

Inspection of Pickled Fish and Fish Oil.—Inspector, none. Board of Examiners, 1899, JOHN BAIRD, ALBERT HEBERT, R. P. MCLEA, L. E. MORIN, STEWART MUNN.

Inspection of Butter.—Inspector, none. Board of Examiners, 1899, A. A. AYER, P. W. MCILAGAN, 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, 1899, CHAS. CHAPUT, Chairman; THOS. J. DRUMMOND, ARTHUR J. HODGSON, JNO. E. KIRKPATRICK, D. L. LOEKERBY.

THE GRAIN AND PRODUCE TRADE.

Wheat.—The year 1899 has not been marked by any excitement in prices, as was the previous year. There has been a gradual decline in values from the first of the year, and December showed the lowest price on the crop.

Ontario has had a small crop of winter wheat this year, and considerable of it is of inferior quality, and there is not likely to be very much of it for export. The spring crop yielded better; the quality is excellent, and considerable is being exported.

The crop in Manitoba and the Territories is probably the largest ever harvested, estimates running from 35 to 45 millions. The quality is good, a large proportion of it grading No. 1 Hard. The prices have been fair, and farmers have sold quite freely.

The shipments of wheat from this port during 1899 exceeded the previous year by over a million bushels, the increase being almost altogether in Manitoba wheat, more of which has been exported via the St. Lawrence route this year than ever before.

Corn.—The exports from the port of Montreal during 1899 were considerably under those of the previous year, which were the largest in the history of the port.

Prices have been on the whole fairly high, and, though the last U. S. crop was a very large one, the American farmers are not selling freely, and prices keep firm.

Peas.—The crop of 1899 in Ontario, according to the Government report, shows larger returns than the previous year, and prices have therefore come down to a lower basis. The demand is good, and farmers are obtaining fair returns.

Oats.—The exports of oats from this port during 1899 show a large shrinkage from the previous season. This is owing to the diversion of considerable quantities of Ontario oats to Portland, and to the farmers not having marketed very freely on this crop.

The Ontario and Quebec crop of oats is very large, and the exports during the coming summer are likely to show a considerable increase over the past season.

Barley.—The Ontario crop this year is a good one, and the quantity is in excess of last year. There is a good export demand for this grain, owing to the shortage in the Russian crop.

Rye.—The 1899 crop of rye is about the usual one, and a small quantity is being shipped out for export.

Hay.—The hay crop this season is not so heavy as last, but with large reserve from 1898 the quantity available equals a good average yield. Prices started fairly low, but, owing to large purchases by Britain for shipment to South Africa, values have recently increased considerably, and prices are now above the average. Shipments to England have been curtailed to a great extent by lack of ocean tonnage. There is a fair demand in the United States.

Flour.—The flour trade during the past year has been entirely free from excitement; prices have varied but very little, and profits as a rule have been small. The outlook is still for quiet unprofitable markets, the only satisfactory feature being that there is very little probability of any material drop in values.

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

	1899.	1898.	1897.	1896.	1895.
	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts.	38,316,779	48,204,900	37,563,039	31,110,321	18,035,332
Shipments.	39,934,678	46,135,205	34,776,942	27,847,821	15,771,364

Butter.—The past year has been a most successful one for our dairy-men. The make has been largely increased, and found a ready market at excellent prices. Our farmers would do well to persevere and still further increase their product. The consumption of butter in the English market is enormous, and our producers are therefore assured of an outlet for all they can make.

Cheese.—The feature of the cheese market during the past season has been a steady demand with phenomenally high prices, caused in part by drought in England the past summer, which decreased their home make. The stocks in Canada at the close of this season are reported to be slightly under those of the previous year.

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

	1899.	1898.	1897.	1896.	1895.
BUTTER.	pkgs.	pkgs.	pkgs.	pkgs.	pkgs.
Receipts	572,141	417,247	454,651	302,333	203,482
Shipments.....	494,953	334,174	245,347	177,169	77,828
CHEESE.	boxes.	boxes.	boxes.	boxes.	boxes.
Receipts	1,912,580	2,118,877	2,546,592	1,774,791	1,796,916
Shipments.....	2,206,702	2,208,442	2,287,422	2,015,253	1,729,651

N.B.—It is estimated that about 150,000 boxes of Cheese are received annually which are not included in these returns.

THE LIVE STOCK EXPORT TRADE.

Cattle.—The shipments of cattle from this port continue to decline, only 81,804 head having been exported this season as compared with 99,049 in 1898, a decrease of 17,245. This falling off in the exports is accounted for by the fact that, owing to the heavy demand and the profitable prices ruling there, large numbers of Canadian cattle were exported to the United States, many of which would ordinarily have found their way to foreign markets through this port. Although the exports were not large, the season's business was very profitable to shippers.

Sheep.—A steady demand and good prices during the whole season has resulted in a large increase of the exports of sheep from this port, the returns showing the total exports to be 58,277 head, an increase of 23,286 over last year. The trade was very satisfactory, the average price here remaining about the same as last year, while on the British market values were much higher.

Horses.—While the exports of horses show a large decrease, the season's trade has been, like that in other live stock, profitable. The exports have been steadily decreasing since 1895, the figures for this year being 4,739 head as against 5,822 for 1898 and 12,755 for 1895.

Shipments of Live Stock from Montreal to particular Ports during Seasons of Navigation, 1899, 1898, 1897 and 1896, with total figures for eighteen preceding years.

Port.	1899.		1898.		1897.		1896.	
	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.
Liverpool.....	30,271	12,960	37,630	8,462	47,514	15,241	36,956	18,156
London.....	12,347	22,650	23,587	18,313	28,573	31,860	24,984	38,486
Glasgow.....	18,057	14,603	19,849	5,947	24,324	9,951	23,047	13,862
Bristol.....	10,099	3,083	8,743	988	9,866	922	8,034	4,033
Newcastle.....	2,587	.....	3,499	.....	4,840	1,187	2,453	2,125
Manchester.....	6,112	3,640	5,741	1,281	3,599	2,017	1,060	703
Cardiff.....	2,331	1,341	.....	.....	472	76	.....	.....
Ports in France ..	.....	.....	.....	.....	.....	.....	3,826	3,306
Total shipments	81,804	58,277	99,049	34,991	119,188	61,254	100,360	80,671

Total Shipments..	Year.	Cattle.	Sheep.	Year.	Cattle.	Sheep.
	..	1895.....	96,582	217,399	1886.....	63,932	93,850
“	.. 1894.....	87,604	139,763	1885.....	61,947	39,401
“	.. 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.....	41,730	74,502
“	.. 1888.....	60,501	45,528	1879.....	21,626	62,550
“	.. 1887.....	64,632	36,027	1878.....	15,963	31,841

The following Table shows approximately the Amount of Money turned over during the Business Season of 1899 :—

81,804 cattle, valued at \$60 each.....	\$1,908,240
58,277 sheep, valued at \$5 each.....	291,385
Ocean freight, on cattle, at \$8 per head.....	654,432
Ocean freight, on sheep, at \$1 per head.....	58,277
Railway carriage, on cattle, at \$3.25 per head.....	265,863
12,000 tons of hay, at \$7 per ton.....	84,000
3,500 tons of feed, at \$18 per ton.....	63,000
Ship fittings, on cattle, at \$1.75 per head.....	142,157
Insurance, on cattle, at \$1.25 per head.....	102,255
Insurance, on sheep, at 25c per head.....	14,569
Keep at yards, on cattle, at 50c per head.....	40,902
Loading fees, on cattle, at 50c per head.....	40,902
Attendants, at \$15 each.....	60,000
Total expenditure.....	\$6,725,982

The following table shows the shipments of horses to particular ports during the year 1899, with comparative figures for 1898 :—

	1899.	1898.
Liverpool.....	837	1,145
London.....	1,686	2,609
Glasgow.....	806	1,091
Bristol.....	1,408	895
Newcastle.....	.....	64
Belfast.....	2	18
Total.....	4,739	5,822

THE LUMBER TRADE.

The following table gives the total exports of lumber during 1899, with comparative figures for the four preceding years :—

1899.	1898.	1897.	1896.	1895.
ft. B.M.	ft. B.M.	ft. B.M.	ft. B.M.	ft. B.M.
200,063,787	335,429,290	315,312,166	221,334,580	175,372,976

LIST OF NEWSPAPERS AND PERIODICALS TO BE SUPPLIED TO THE READING-ROOM DURING 1900.

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

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

NEW MEMBERS

The following gentlemen were admitted to membership in the Board during 1899, and have qualified therefor :—

Admitted January 4th.

Alex. McIntosh, 319 Victoria av.
F. W. Lynch, of Messrs. F. Daignault & Co.

Admitted January 26th.

Jno. B. Caverhill, of Messrs. Caverhill & Kissonock.
E. A. D. Morgan, of The Atlantic and Lake Superior Ry.
Martin Power, of Messrs. Watson & Todd.

Admitted February 8th.

B. B. Kessen, manager Bank of Ottawa.
Jas. R. Kinghorn, with The Montreal Rolling Mills Co.

Admitted February 22nd.

Samuel M. Baylis, 204 St. James street.
W. H. Brown, general manager The Royal Electric Co.
Albert G. Higginson, 30 St. Francois Xavier street.
J. P. Kavanagh, The Ogdensburg Coal and Towing Co.

Admitted March 1st.

R. Prefontaine, president Laurentian Water and Power Co.
Patrick Rafferty, of The Export Lumber Co.

Admitted March 15th.

Gid on Bourdeau, representing J. F. Harris of Chicago.

Admitted March 29th.

A. G. Walsh, Insurance Agent, 107 St. James street.

Admitted April 12th.

Samuel E. Lichtenhein, of The Montreal Cotton and Wool Waste Co.

Admitted April 26th.

Jos. T. Lalonde, of Messrs. Lalonde & Desroches.
McDuff Lamb, 24 University street.

Admitted May 3rd.

F. W. Cotter, of Messrs. Dobell, Beckett & Co.
Fitchburg Railway, 416 Board of Trade Building.
J. McDonald Oxley, of The Farnel Manufacturing Co.

Admitted May 17th.

Henry Birks, of Messrs. Henry Birks & Sons.

Admitted May 31st.

Messrs. Furness, Withy & Co., Ltd.

Admitted June 7th.

J. F. McGregor, Alexandria, Ont.
John Orpe, 43 William street.
Norman Wight, of Messrs. Wight & Esdaile.

Admitted July 6th.

Richard Ware, of Messrs. Wm. Ware & Sons.
J. E. Clancy, with Messrs. H. & A. Allan.

Admitted July 27th.

John A. Richardson, manager Imperial Bank.

Admitted October 11th.

E. S. Jaques, of The Northern Elevator Co.
David Mahaffy, of Messrs. Wilson & Mahaffy.

Admitted October 18th.

L. M. Metcalfe, with H. D. Metcalfe, 201 Board of Trade Building.

OBITUARY.

Mr. J. H. Winn, died September 14th, 1899.—Although, owing to his advanced age, Mr. Winn had not for some years past taken part in any of the Board's meetings, many members will gratefully recall the valuable service he rendered the Board in the several offices he held. The Council was represented at the funeral by a delegation of its number and the Secretary, and at its first Council meeting after the event the following resolution was adopted :—

That the death of Mr. J. H. Winn on fourteenth instant, at the ripe age of eighty-two, removes one of the oldest and most highly esteemed members of the Montreal Board of Trade ;

That, becoming a member of the Board in July, 1860, Mr. Winn's high character and marked ability soon won the confidence of the membership, he being elected Treasurer the following year ; and from then until 1888 he was almost continuously in office, serving as Vice-President in 1864, President in 1865, Vice-President in 1867, Councillor in 1868, President in 1869, and Councillor for the ten years 1878 to 1887 inclusive, besides serving at times on the Board of Arbitration ;

That as a mark of regard and respect for Mr. Winn the Council attended the funeral, and that it now tenders to the widow and family its sincere sympathy in their sorrow.

Mr. David G. Thomson, died November 5th, 1899.—The sudden death of Mr. Thomson, the representative of this Board on the Harbour Commission, and a past member of the Council, was very generally regretted. The Council adopted the following resolution and attended the funeral in a body :—

That the Council of the Montreal Board of Trade, having met specially for that purpose, hereby expresses its deep sorrow at the death of Mr. David G. Thomson, Harbour Commissioner for the Board, which took place on the fifth inst., the sad event following quickly upon his being suddenly stricken with paralysis when on 'Change the previous day ;

That the entire unexpectedness of Mr. Thomson's illness and death has evoked in a special manner the sympathies of the general membership of the Board, and that on their behalf, as well as for itself, the Council assures the widow and family of its most heartfelt sympathy in their grief ;

That the Council desires to avail itself of this opportunity to place on record its high appreciation of the valuable services rendered by Mr. Thomson to the Board of Trade, both as a member of the Council during the years 1896 and 1897, and since that time as the representative of the Board on the Harbour Commission, in which latter capacity his mature experience was of the greatest benefit to the interest of the port ;

That, in token of regard for Mr. Thomson, this meeting of the Council be now adjourned, and that the Council do attend the funeral in a body, and that the general members of the Board are hereby requested to join the Council in paying that last tribute of respect to Mr. Thomson's memory.

Sir J. William Dawson, C. M. G., F. R. S., Principal Emeritus of McGill University, died November 19th, 1899.—Although Sir William Dawson was not a member of this Board, the Council felt that it could not allow the death of so eminent a man to pass without paying a tribute of respect to his memory, and it accordingly adopted the following resolution with respect thereto :—

That the Council of the Montreal Board of Trade, while sadly recording its deep sense of the loss that Montreal and the Dominion generally have suffered by the death of Sir J. William Dawson, C. M. G., F. R. S., for a long series of years Principal of McGill University, takes comfort in the remembrance of his wonderfully useful and beautiful life, and in the thought that his high example will long be recalled as an incentive to other men ;

That Sir William Dawson was a man of exceptional character and gifts, and that throughout his long and busy life he devoted himself to the cause of education and dissemination of scientific truth, attaining as a savant to a rank which was recognized by two hemispheres ;

That as the head of the chief university of this Province, Sir William Dawson rendered services to higher education which can hardly be over-estimated ; that as a citizen he was ever on the side of any movement he judged to be promotive of the progress or welfare of this city or the country in general, and that he enjoyed the respect and affection of citizens of every origin and creed ;

That the Council extends to Lady Dawson and the other members of the family its sincerest sympathy in their bereavement.

Mr. Hugh McLennan, died November 21st, 1899.—Mr. McLennan's sudden death was a sad surprise, for on the afternoon of the day that he died he had attended the funeral of his old friend Sir William Dawson. The following resolution was adopted by the Council :—

That the Council of the Montreal Board of Trade has learned with sincerest regret of the death of Mr. Hugh McLennan, one of the oldest, most useful and most esteemed members of the Board, a former president, and for a quarter of a century its representative on the Harbour Commission ;

That Mr. McLennan's position in the business world was one of exceptional distinction ; on subjects connected with those branches of trade and industry with which his experience brought him into constant association, he was an authority second to none ; with the history, character and needs of the transportation facilities of the country, especially those connected with the St. Lawrence route, he was intimately acquainted, and he had given careful study to all questions thereto related ;

That not only was Mr. McLennan an able man, but he was, like most successful men, of untiring energy and industry ; he held high positions in the governing bodies of several of our leading financial and industrial institutions, his services in connection with education generally, and McGill University in particular, being well known ;

That both as a citizen and in private life Mr. McLennan was a man of the finest type, not only in his mental endowments, which he had turned to good account by constant cultivation, but in his unblemished integrity and fine sense of honour; and that the Council considers it cause for pride that the business community of this city should produce such men;

That the cordial sympathy of the Council is offered to Mrs. McLennan and other members of the family in their great bereavement.

Mr. McLennan's funeral being strictly private, the Council could not attend thereat.

Mr. W. W. Ogilvie, died January 12th, 1900.—Mr. Ogilvie's death was of startling suddenness, and created a profound sensation among the members of this Board, to whom, for so many years, he had been such a familiar figure on 'Change. The Council held a special meeting the next day, at which the following resolution was adopted, and, in company with the members of the Board of Arbitration and a large number of the general membership, it attended the funeral:—

That the announcement of the sudden death of Mr. W. W. Ogilvie yesterday, when in apparently perfect health, came as a severe shock to the members of this Council, and that they meet to day to testify their sorrow and to put on record their sense of the loss which Montreal and the Dominion generally have sustained;

That, by Mr. Ogilvie's death the Board of Trade loses one of its foremost and most useful members, whose services have been almost continuous for the past twenty years; he was a member of the Council for six years, having been elected in 1880, a member of the board of arbitration for five years, served as vice-president in 1887, and as president during 1893 and 1894; during the former year the new building of the Board was opened, and Mr. Ogilvie discharged the duties of president at the ceremonies attendant thereon with signal tact and distinction;

That in building his own fortunes Mr. Ogilvie contributed in a marked manner to build up this Dominion, of which he was always so proud of being a native, for his foresight, activity and energy in extending the milling industry helped largely in the development of the wheat growing areas in Manitoba;

That the Council mourns the loss of Mr. Ogilvie's great abilities and wide experience in mercantile matters, and in common with the general membership of the Board, it will long sadly miss on 'Change his forceful and genial personality;

That the Council do attend the funeral, and that the Board of Arbitration and the general membership of the Board is hereby requested to join it in this expression of esteem and regard for Mr. Ogilvie;

That the Council extends to Mrs. Ogilvie and the family its deep sympathy with them in their sad bereavement, and trusts that they may find some consolation in the universal expressions of regret which Mr. Ogilvie's death has called forth throughout the country.

INVITATION TO ANNUAL MEETING OF THE MARITIME PROVINCES
BOARD OF TRADE.

A very cordial invitation was received by this Board to be represented at the Annual Meeting of the Board of Trade of the Maritime Provinces, which was held in St. John, N.B., on August 16, but the absence from town of most of the members of the Council rendered it impossible for the invitation to be accepted.

RECORD OF GENERAL MEETINGS HELD DURING 1899.

April 4, Quarterly General Meeting.—The chief business of this meeting was the question of the erection of grain elevators in the harbour, but prior to that being discussed, opportunity was given to Messrs. D. W. Dumbell and John Carnegie, delegates from the Trent Valley Canal Association, to address the meeting with reference to the Trent Valley navigation. Thereafter the grain elevator question was discussed at length, but, it being late in the afternoon before the meeting was ready to vote, it was found that there was less than the required number of members present (75) to constitute a quorum and so no pronouncement was made.

November 21.—Special General Meeting held for the election of the Harbour Commissioner for the Board of Trade to fill the vacancy created by the death of Mr. David G. Thomson; Mr. James Crathern was unanimously elected.

ALTERATION OF SYSTEM OF SIGNING CHEQUES, ETC.

At the suggestion of the Treasurer, the Council in May relieved that officer from the responsibility of issuing, on his individual signature, cheques, drafts and notes, by passing a resolution requiring that such be signed by the President, Treasurer and Secretary, and that in the absence of either the President or Treasurer they be signed by one of the Vice-Presidents, and in the absence of the Secretary by the Assistant Secretary. In order that the provisions of this resolution may be made permanent, a by-law embodying same will be offered at the annual meeting for your adoption.

CLERKS' TICKETS.

The issuance of Clerks' Tickets is a custom originally confined to the Corn Exchange Association, but it has been continued by this Board without change since the amalgamation of the two bodies. Recently, however, the question of the issuance of Clerks' Tickets to the members of firms has

been raised, and the Council has taken the opportunity to adopt the system for the Board generally by ordering as follows :—That Clerks' Tickets, non-transferable, entitling the holder to all 'Change privileges, shall be issued on the application of any member whose annual subscription is already paid, to any of his employees, but such tickets shall not be issued to any member of a firm. That the charge for such tickets shall be ten dollars per annum.

THE BUILDING.

There is little to report during the past year with respect to the Building. The tenants of the large wareroom on the third floor in the western wing being obliged to leave on account of needing more space, that room was divided into offices which are now all rented.

THE BOARD'S FINANCES.

The Treasurer's Statement shows that the net revenue from the Building has been increased over that for 1898 by \$580.02, and that there is again a surplus on the whole transactions of the Board. The Building has been maintained in the same excellent condition as heretofore, and several improvements made which will tend to increase its revenue.

The Assessment for the widening of St. Nicholas Street, which has been referred to in former reports, has been again contested by one of the interested proprietors, and the Board of Trade is not therefore obliged at present to pay its share, which on the last roll was \$10,956.27, to which must be added several years interest. It would be advisable for the incoming Council to consider the best means of providing for this very heavy liability, payment of which will not likely be much longer delayed.

REPORTS OF BRANCH ASSOCIATIONS.

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

CONCLUSION.

A perusal of the foregoing report of the work of the Council during its year of office will show that the following subjects demand further action and they are therefore commended to the attention of the incoming Council:—

The passage of Insolvency Legislation.

The Amendment of the City Charter so that manufacturers shall be relieved from taxation of their machinery.

Reform of the Pilotage system.

The whole respectfully submitted,

CHAS. F. SMITH, *President*.

OFFICE OF THE MONTREAL BOARD OF TRADE,
Montreal, January 27, 1900.

RECORD OF ATTENDANCE AT THE THIRTY REGULAR MEETINGS OF COUNCIL,
HELD DURING YEAR 1899-1900 UP TO 17TH JANUARY, 1900, INCLUSIVE.

	Present.	Absent on leave.	Absent.		Present.	Absent on leave.	Absent.
Fred. W. Evans	30	.....	.....	C. Ernest Gault	25	3	2
J. W. Knox	28	2	.....	Thos. Harling	25	3	2
Chas. F. Smith	27	3	.....	Henry Miles	23	7	.....
H. Laporte	27	.....	3	A. J. Hodgson	23	.....	7
Wm. McMaster	27	1	2	M. J. A. Prendergast	23	1	6
Robert Mackay	26	.....	4	Jas. McBride	22	.....	8
R. W. Macdougall	26	2	2	Hon. J. K. Ward	21	2	7
David Robertson	26	2	2	John Macfarlane	19	5	6

There were also five special meetings of the Council held during the year.

STANDING COMMITTEES, 1899.

EXECUTIVE.—Chas. F. Smith (President), *Chairman*; Robert Mackay (1st Vice-President), Henry Miles (2nd Vice-President), F. W. Evans (Treasurer).

HARBOUR AND INLAND NAVIGATION.—Henry Miles, *Chairman*; C. E. Gault, Thos. Harling A. J. Hodgson, David Robertson.

RAILWAYS.—Robert Mackay, *Chairman*; Thos. Harling, A. J. Hodgson, Jas. W. Knox, R. W. Macdougall, Jas. McBride.

MUNICIPAL AFFAIRS.—F. W. Evans, *Chairman*; Jas. W. Knox, John Macfarlane, Wm. McMaster, David Robertson.

PROVINCIAL LEGISLATION.—John Macfarlane, *Chairman*; C. E. Gault, H. Laporte, Jas. McBride, M. J. A. Prendergast, Hon. J. K. Ward.

INSOLVENCY LEGISLATION.—Wm. McMaster, *Chairman*; H. Laporte, R. W. Macdougall, M. J. A. Prendergast, Hon. J. K. Ward.

Montreal Board of Trade - Financial Statement, 30th December, 1899.

LIABILITIES.	ASSETS.
To First Mortgage Bonds.....	By Site and Building
Second Mortgage Bonds.....	Improvement Suspense Account.....
Authorized issue	Less proportion charged to Maintenance
Less unsold in hands of Bank as collateral for loans.....	Account, 1899—one third.....
	1,400 00
Interest accrued on Bonds to date.....	Rentals due, current.....
Port Warden Surplus Funds, Loan.....	Arrears 1st November, 1899, estimated good.....
Temporary loan Merchants Bank.....	
	8,061 71
	Supplies unused, and Fuel on hand as per inventory.....
	Insurance unexpired.....
Total Liabilities.....	Cash in Banks.....
Surplus Account:	
Balance at credit on 30th Dec., 1898	
Revenue Surplus for 1899.....	
	8,727 47
	965 00
	3,344 64
	64 76
Total Liabilities.....	
Balance at credit on 30th Dec., 1898	
Revenue Surplus for 1899.....	
	\$604,814 53
	\$2,100 00
	700 00
	8,061 71
	665 76
	965 00
	3,344 64
	64 76
Total Liabilities.....	
Balance at credit on 30th Dec., 1898	
Revenue Surplus for 1899.....	
	\$604,467 50
	\$13,914 32
	934 58
	\$14,848 90
Total Liabilities.....	
Balance at credit on 30th Dec., 1898	
Revenue Surplus for 1899.....	
	\$619,316 40

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

Montreal Board of Trade—Statement of Revenue Account to 30th December, 1899.

<p>To Maintenance of Building Expenditure:</p> <p>Interest on Bonds and Loans.....</p> <p>Insurance.....</p> <p>Assessments.....</p> <p>Wages.....</p> <p>Fuel.....</p> <p>Supplies, Repairs, Electric Lighting and General Expenses, including \$700 for permanent improvements.</p> <p>Proportion of Office Salaries chargeable to Maintenance account.....</p>	<p>\$27,819 35</p> <p>1,486 94</p> <p>5,875 00</p> <p>9,465 75</p> <p>2,578 81</p> <p>4,934 17</p> <p>1,200 00</p> <p><u>\$53,360 92</u></p>	<p>By Maintenance of Building Receipts:</p> <p>Rentals for the year, gross.....</p> <p>Less provision for bad debts.....</p>	<p>\$51,601 23</p> <p>547 22</p> <p><u>\$51,054 01</u></p>
<p>To Membership Expenditure:</p> <p>Rent of Offices, Taxes, Fuel and Light Salaries, less proportion chargeable to Maintenance of Building Account..</p> <p>Telegraph reports.....</p> <p>Printing, Advertising and Stationery..</p> <p>Reading Room.....</p> <p>Auditor and Scrutineers.....</p> <p>Telephones.....</p> <p>Water.....</p> <p>Postage and Telegrams.....</p> <p>Chicago Grain Clearance Reports....</p> <p>Photo group of Council.....</p> <p>Legal Expenses.....</p> <p>General Expenses.....</p> <p>“Herald” Special Number.....</p> <p>Balance carried to credit of Surplus account: net Revenue surplus for the year.....</p>	<p>\$2,500 00</p> <p>4,146 00</p> <p>1,500 00</p> <p>555 94</p> <p>645 18</p> <p>170 00</p> <p>145 00</p> <p>123 19</p> <p>271 32</p> <p>50 00</p> <p>31 00</p> <p>84 00</p> <p>188 33</p> <p>50 00</p> <p><u>10,459 96</u></p> <p>934 58</p> <p><u>\$64,754 56</u></p>	<p>By Membership Receipts:</p> <p>Ordinary membership { current \$9,030 arrear. 600</p> <p>Corn Exchange Association.....</p> <p>Wholesale Grocers’ “.....</p> <p>Wholesale Dry Goods “.....</p> <p>Marine Underwriters’ “.....</p> <p>Butter and Cheese “.....</p> <p>Metal and Hardware Manufacturers and Merchants’ Association.....</p> <p>Shoe and Leather “.....</p> <p>Bankers’ Section.....</p> <p>Transfer Fees.....</p> <p>Clerks’ Tickets.....</p> <p>Special Change privileges.....</p> <p>Branch Association Membership, arrears.....</p> <p>Sale of Newspapers, Periodicals, etc..</p> <p>Port Warden Office, for Secretarial Expenses.....</p>	<p>9,630 00</p> <p>1,530 00</p> <p>100 00</p> <p>190 00</p> <p>110 00</p> <p>315 00</p> <p>250 00</p> <p>30 00</p> <p>130 00</p> <p>175 00</p> <p>67 50</p> <p>40 00</p> <p>10 00</p> <p><u>\$12,577 50</u></p> <p>123 05</p> <p><u>1,000 00</u></p> <p>13,700 55</p>
		<p><u>\$64,754 56</u></p>	

Montreal Board of Trade—Abstract of Revenue Account, 1899.

Maintenance of Building Account:		
Income	\$51,054 01	
Expenditure	53,360 02	
Membership Account:		
Income	\$13,700 55	
Expenditure	10,459 96	
Revenue deficiency		\$2,306 01
Revenue surplus		3,240 59
Net Revenue surplus		<u>\$ 934 58</u>
FRED. W. EVANS,		
Treasurer.		

Auditor's Certificate.

I have examined and audited the Books and Accounts of the Board of Trade for the year ending 31st December, 1899, comparing same with membership and rental books, vouchers for disbursements, etc., and I certify that the above statements agree with the books and are correct;

Besides the ordinary expenditure for the maintenance of the Building in a condition of perfect repair, a very considerable amount has been expended this year for alterations and improvements of a permanent nature; and of this additional outlay one-third (\$700) has been charged to current expenses, leaving \$1,400 to be charged thereto during the next two years. The stock of supplies, etc., on hand is, as usual, certified to by the Superintendent.

Respectfully submitted,

GEORGE CREAK,
Chartered Accountant,
Auditor.

MONTREAL, 17th January, 1900.

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 its term of office.

Election of Vice-President.—The Committee of Management at its first meeting fulfilled the by-law providing for the election of one of its number to the office of vice-president by electing Mr. E. F. Craig to that office.

Provision of Grain Elevators in the Harbour.—The instruction of last annual-meeting to your Committee to urge upon the Harbour Commissioners the imperative necessity of providing better elevator facilities for handling grain in the harbour was at once partly fulfilled by a letter to the Minister of Railways and Canals, asking that, in view of the approaching completion of the work of deepening the Canals to fourteen feet, he would provide elevator accommodation for the increased quantity of grain expected to be brought down by the larger craft which would be enabled to use the Canals by said deepening.

The circumstance that the Harbour Commissioners were inclined to favourably consider the proposal of a syndicate to erect grain elevators in the harbour, provided they were given a lengthy lease of a large portion of harbour property and other valuable concessions, led your Committee to hold a special meeting on March 21st, at which a resolution was adopted for communication to the Harbour Commissioners, urging that no such agreement should be made until those interested in the business of the port had had ample opportunity to consider the question in all its bearings. The attitude of the Commissioners towards that syndicate creating a desire amongst the members that a special meeting of the Association should be held with regard to the matter, such a meeting took place March 28th, when a resolution was adopted for communication to the Premier, the Minister of Public Works and the Harbour Commissioners, protesting against the alienation of any portion of the national harbour of the Dominion until, at least, full opportunity had been given for discussing alternative methods of providing the elevator accommodation required.

On April 1st a deputation from this Association and the Shipping Interest was received at Ottawa by several members of the Cabinet, when the views embodied in the resolution just referred to were further pressed upon the Ministers, and their replies on that occasion were to the effect that they undertook that no lease of harbour property would be made for elevating purposes without the trade here being given due notice thereof. At the request of many members, another special meeting of the Association was held May 22nd, when a resolution was adopted stating that the Association considered that the Government should provide, before the opening of navigation 1900, as adjuncts to the Canal and Government Railway systems, such elevator and other facilities in the harbour as the requirements of the trade will demand.

The next step taken by the Committee of Management was to procure a conference with the Harbour Commissioners, which took place on June 12th. On June 15th your President attended, together with representatives from the Board of Trade and the Harbour Commission, at an interview with the Minister of Public Works, to discuss the question of building grain elevators and providing other facilities in this port, and the President thereafter

reported that he believed that the time was opportune for the Association to strengthen the hands of the Minister in inducing the Government to proceed with the work of harbour improvement. Another special meeting of the Association was therefore held June 16th, when a resolution was adopted with reference to the need for the improvement of the St. Lawrence route, and expressing the opinion that the Government should equip the ports of Montreal and Quebec with such elevators, warehouses and other modern facilities as may be necessary for the rapid and least costly transshipment of freight from the inland to the ocean vessel. It then seemed that the Government was inclined to meet the views of the Association in the matter of the erection of a grain elevator, for the sum of \$250,000 was placed in the estimates for that purpose, but, to your Committee's great disappointment, that grant was subsequently withdrawn.

The matter thereafter remained in abeyance until November 28th, when the Harbour Commissioners, after very brief notice, decided to award warehouse and elevator sites to the syndicate before referred to, now known as the Conners Syndicate. Your Committee at once met and protested to the Premier by telegram and letter against the consummation of the contract between the Harbour Commissioners and the Conners' Syndicate without affording this Association and others interested an opportunity of deliberately considering the provisions of that contract. Subsequently your Committee received, through Mr. Torrance, copy of the proposed agreement between the Harbour Commissioners and the Conners' Syndicate, and after consideration of same the following resolution was adopted by the Committee at a special meeting held December 16th:—

Resolved, "That the Committee of Management of the Montreal Corn Exchange Association, having taken communication of the draft agreement between the Harbour Commissioners and the Conners' Syndicate for the allotment of sites in the harbour for the erection of grain elevators and freight sheds, approves generally of the terms thereof, and the Committee hereby urges the Association's representative on the Harbour Commission to endeavour to obtain the insertion of clauses in said agreement which will protect the general interests of the port, the grain trade thereof, and especially the shipment of Canadian grain through Montreal."

Election of Corn Exchange Harbour Commissioner.—Mr. John Torrance's term of office as Corn Exchange Harbour Commissioner expiring August 1, 1899, a special general meeting of the Association was held that day at noon, when Mr. Torrance was re-elected to the position for the term ending August 1, 1903. Mr. Torrance's report for the past season is as follows:—

REPORT OF REPRESENTATIVE ON THE BOARD OF HARBOUR COMMISSIONERS.

MONTREAL, 15th January, 1900.

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

GENTLEMEN,—The close of another year calls from me a report on the work of the Harbour Commission, on which I have the honour of being your representative, and I beg to submit herewith the following account of the principal work done during the past season, which has been much more extensive than usual.

Windmill Point Basin.—Dredging for the widening of the narrow point of the Basin has been continued throughout the season, and some 1500 feet in length by about 100 feet in breadth has been deepened to the ship channel depth, and now only requires testing for the removal of any loose stones, before being available for navigation.

The wharf space on the S.E. side of the Basin, under lease to the Dominion Coal Company, has been provided with five railway tracks aggregating about a mile, for the serving of the new coal towers erected by the Company, and for the handling of coal at other parts of the wharf.

Harbour Enlargement Works.—The first of the new piers of Plan 12 A 2, opposite Jacques Cartier Square, commenced in the fall of 1898, has been completed, and has been already in use. It is 825 feet long by 300 feet wide, and provides ample accommodation of the finest kind for four ordinary steamers, and is the first portion of the high level wharf system, and promises to be a great improvement over the old system, in the economical handling of the cargoes of large vessels.

The uppermost pier, or that opposite the Custom House, and the rebuilding of the shore wharf between it and the canal, were commenced about the middle of September, and some 1100 lineal feet of the crib work of the new wharf and pier have been placed and filled up to low water level. Some 800 lineal feet of additional crib work have also been partly built, ready for placing early next spring.

Guard Pier.—The finishing of the pier to its full intended height was resumed last summer, and by the close of the season, a mile in length, extending from the Victoria Bridge downward, had been completed, and the tracks used in the construction taken up.

The Commissioners, in view of the large extent of wharf construction undertaken, ordered in the fall of 1898, a large dredge, a powerful steel tug, a floating derrick and three scows. These were all built and put into commission except the dredge, which, through unfortunate delays, will not be delivered until next spring.

The year 1899 has been memorable in the history of the harbour, by the agreement between the Commissioners and the Connors Syndicate. It called forth any amount of discussion in the various bodies interested, and in the newspapers, and as finally passed and amended is a very different document to that originally proposed by the Syndicate. Your Association strongly opposed at first the granting of the privileges sought by the Syndicate under the apprehension they would be disastrous to the existing trade, but under fuller information ultimately fell into line with the other commercial bodies.

Your representative, under your instructions and in full concurrence with your views, endeavoured to the best of his ability to get the clauses modified as far as possible, but was only successful to a moderate extent. He opposed very strongly Clauses 4 B and 11, maintaining to the utmost, that it would have been very much wiser (and in this most of the Commissioners concurred, but had to give way owing to the attitude of the Syndicate) to have given the Syndicate the upper end of the southerly side of the Basin, next to the coal towers, for a length of 1,500 ft., thus leaving the lower end, as being most suitable for railway purposes, and to fix the maximum rates for unloading, storing and loading grain.

With these two exceptions, your representative was in hearty accord with his brother Commissioners, under the belief that the arrangement will be found a good one for the harbour.

The Revenue of the Harbour has been slightly less than that of the preceding year, aggregating \$295,569.42, against \$296,585.00, or a deficiency of \$1,015.58, while the sea-going tonnage has also been less, aggregating 801 vessels with a tonnage of 1,517,611, against in the previous year 868 vessels with a tonnage of 1,584,072, thus showing a deficiency of 67 vessels and 66,461 tons.

The inland vessels, however, show an increase, aggregating 8,877 vessels with a tonnage of 1,899,097, against in the previous year 6941 vessels with a tonnage of 1,807,892 tons, thus showing an increase of 1,936 vessels with a tonnage of 91,205.

All of which is respectfully submitted.

JOHN TORRANCE,

Harbour Commissioner for the Corn Exchange Association.

Improvement St. Lawrence Route.—The Minister of Public Works, Honourable Mr. Tarte, having on June 15 met in this city representatives of this Association, the Board of

Trade and the Harbour Commissioners, and indicated his willingness to favour the expenditures necessary for the improvement of the St. Lawrence route, a special general meeting of the Association was held on June 16, when a resolution was adopted for communication to the Government urging that the Government should supplement the work of deepening the canals by undertaking the following works:—Providing Port Colborne with the facilities that Buffalo now enjoys for the rapid transference of cargoes, including the deepening of the approaches to Port Colborne and the construction there of a safe and commodious harbour, equipped with such elevators and warehouses as the requirements of the trade demand; The operating and lighting of the Welland and St. Lawrence Canals by electricity; The equipment of the ports of Montreal and Quebec with the necessary facilities; The further deepening, straightening and widening the ship channel from Montreal to the sea, and The introduction of the most modern system of lights and buoys so that the river may be available for navigation for the largest ocean steamers at a minimum risk either by night or day.

Increase in Ocean Marine Insurance Rates.—In April the threatened serious increase in the ocean marine insurance rates at this port led your Committee to determine upon a deputation to Ottawa to interview the Government with regard to procuring such improvement in the lights, fog signals and buoys on the St. Lawrence route as would make it reasonably safe, so that the insurance companies might thereby be induced to return to the former rates, which were on a parity with those prevailing at United States ports. That deputation was subsequently arranged for, and met the Government on April 19. As it is believed that the representations then made will be effective in so far as the desired improvements of the route are concerned, it is hoped that in the near future the insurance rates will be restored to their former basis.

Extension of G. T. R. Elevator Carrier.—As promised to the 1898 Committee, Mr. Reeve, General Traffic Manager of the Grand Trunk Railway System, arranged for the extension of the grain carrier from the Montreal Warehousing Company's elevator, so that it can deliver grain to all hatches of the largest size vessel coming to this port without the vessel being moved. The capacity of a carrier is from eight to ten thousand bushels per hour.

Reduction of Floating Elevator Charges.—In accordance with an instruction of the Annual Meeting, your Committee pressed upon the Montreal Grain Elevating Company this Association's desire that its charges should be reduced, and that there should be an improvement in the class of elevator used. The Company met this request by a reduction of twenty per cent. in its charges as follows:—"Instead of one-quarter cent each to vessels delivering and vessels receiving, the charge will be one-fifth cent each, making a total charge of two-fifths cents instead of one-half cent, per bushel."

It is understood that new elevators are to be added to the company's fleet during the coming season.

Advices of Out-turn of Grain at Seaboard Elevators desired.—An effort was made early in the year to secure information from the railway companies with regard to the out-turn of grain at the seaboard elevators, the companies being asked to post in their foreign freight agent's office or on 'Change a list of arrivals of grain at their seaboard elevators, giving date of bill of lading, car number and out-turn. The railway companies said that to

give such reports would require a remodelling of their organizations at Portland and St. John, but that they would take the matter into consideration in time for next season's business. As at that date, March, the winter season was nearly over, the Committee allowed the matter to rest until September, when the railway companies were written to, reminding them of their promise to take the matter into consideration in time for the 1899 winter season; both companies, however, replied that they could not comply with the Committee's request.

Shortages on Export Grain.—Complaints having been received of excessive shortages in grain exported from this port, enquiry was made which showed that such shortages were chiefly on shipments of corn. The floating elevator company was interviewed with respect to the matter, and the desire expressed that all screenings should be weighed, which brought an offer from the company to provide scales for weighing the screenings. Another effort made subsequently in the same direction was that the City Weigher, Measurer and Gauger should assume control of and responsibility for the weighing of grain into and out of the elevators of the Montreal Warehousing Company, the Canadian Pacific Railway and the Montreal Grain Elevating Company; but, while two of these companies were agreeable to the proposal, one was not, and so the arrangement has not gone into effect. This matter is recommended to the attention of the incoming Committee, as there is no doubt that it is important in the interests of the port that steps should be taken to prevent the excessive shortages complained of.

Early Opening of the Canals.—The instruction of the annual meeting to ask the Government to arrange for the opening of the Welland Canal not later than April 18th and the St. Lawrence Canals by April 20th, was fulfilled in a letter sent to the Minister of Railways and Canals. The Minister replied that it was impossible for the necessary works of repairs, etc., on the Canals below water to be completed before May 1st, on which date it was proposed to open them for traffic. The Committee then wrote that, in view of the urgent representations made to the Department in 1898 in favour of the early opening of the Canals, and the Minister's favourable reception thereof, as evidenced by his decision to open them on April 20th, 1898, this intimation was most disheartening to all interested in inland and ocean navigation by the St. Lawrence, the letter also pointing out that, if the canals were not open in time to permit of the arrival here of inland craft towards the end of April, the earlier ocean steamers would either have to leave without their grain cargo or be delayed some days waiting for it. The matter was further taken up by a deputation which waited upon the Government on April 1st with regard to harbour matters, with the result that the Welland Canal was opened for traffic April 24th, the Cardinal and Upper Galops and Rapide Plat on April 17th, the Lachine and Beauhar- nois on May 1st.

Carriage of Grain between Canadian ports by U. S. Vessels temporarily permitted.—In a report adopted for communication to the Premier by this Association at its annual meeting in 1897, made as a result of consideration of the fact that the bulk of the Manitoba grain crop was exported via U. S. ports, a suggestion was made as follows:—

“The Committee therefore suggests that the Government consider whether it would not be advisable, pending the increase of Canadian tonnage on the lakes, to permit U. S.

"vessels to carry grain from Fort William to Canadian ports strictly for export; this arrangement would leave the carriage of grain intended for home consumption entirely to the Canadian marine."

This suggestion was not adopted at the time, but pressure from other quarters having been brought to bear upon the Government last autumn, it suspended for the remainder of the season the operation of the section of the coasting laws preventing the carriage of freight by U. S. vessels from one Canadian port to another. While this action took place too late in the season to permit of the suspension being largely availed of, a proportion of the Manitoba wheat crop was thereby diverted into the Canadian route.

Changes in Inspection regulations respecting Manitoba Grain.—As a result of representations made by the Western Grain Standards Board, Winnipeg, the Minister of Inland Revenue decided to make considerable changes with respect to the standards and inspection regulations for Manitoba wheat. A conference was held at Ottawa on April 18th, at which the Committee was represented by Mr. H. D. Metcalfe, who reported that, after discussion, nearly every one present was agreed on most of the points, there being a general expression of opinion in favour of fixed standards and of the stopping of mixing, but that a difference of opinion arose on the proposed change of inspection from Fort William to Winnipeg. The Minister thereafter revised the regulations and sent a draft thereof to your Committee, which, after careful consideration of the same, wrote the Minister that the proposed regulations in respect to wheat and other grain grown west of Port Arthur were generally objected to for reasons given. The Minister received another deputation on June 13th, when this Association was represented by the President (Mr. Alex. McFee), Mr. Joseph Quintal and Mr. A. G. McBean, and these gentlemen opposed any change that would place the fixing of the standards in the hands of western inspectors, and also the principle of the bill fixing Winnipeg as the point at which western inspection should be performed. The Minister conceded that grain should be re-inspected at Fort William, and that eastern inspectors could inspect on condition that such grading should not be higher than the western inspection called for.

The regulations as adopted are lengthy, but the following are the chief points thereof:

The whole of Manitoba and the North West Territories and that portion of Ontario west of and including the existing district of Port Arthur is to be known as the inspection district of Manitoba, the present inspectors and deputies therein becoming inspectors and deputies for the district of Manitoba.

The system of standard samples is abolished so far as concerns the grades specified in the Act, inspectors being required to inspect in accordance with the definitions of that Act; but should climatic or other conditions result in the production of a considerable proportion of grain not capable of being included in the classification provided in the inspection law, the Chief Inspector is empowered to request the Western Grain Standards Board to select commercial grades and samples, and inspectors are required to grade all classes of grain which cannot be graded according to the law, in accordance with the commercial samples so selected by that Board.

All wheat produced west of Winnipeg passing through Winnipeg or Emerson *en route* to points to the east thereof shall be inspected at Winnipeg or Emerson, and the inspection there shall be final as between the western farmer or dealer and the Winnipeg dealer.

Inspection certificates given by Manitoba inspectors shall, in all cases in which straight

grades are granted *ex elevator* for shipment to eastward points, accompany the grain to its destination. No certificate shall be issued east of Fort William for the grades of No. 1 or No. 2 Hard, or No. 1 or No. 2 Northern, for a higher grade than the western certificate such grain carries, but the original certificate shall be taken up and retained by the eastern inspector as his authority for issuing a new certificate.

Every inspector may inspect Manitoba grain, but, if the grain is not equal to the grade called for by the western certificate, the Board of Examiners, or the Chief Inspector for his division, may order the issuance of a certificate for the correct grade, but such grade shall not be higher than the grade called for by the western certificate.

Bill No. 15, An Act to regulate the Trade in Grain in Manitoba and the Northwest Territories.—This bill contained some very objectionable clauses, and your President and Mr. W. W. Ogilvie appeared May 10th before the Parliamentary Committee at Ottawa to assist in opposing its passage. The result of the opposition offered by this and other organizations was that the bill was subsequently thrown out by the Committee.

Metric System.—The Hon. Sir Henri Joly de Lotbiniere, Minister of Inland Revenue, sent this Association a set of weights, measures and charts of the Metric System, together with a short summary of the advantages attending the adoption of that system, and showing the necessity of preparing beforehand for its inevitable adoption. These were all exhibited on 'Change and their receipt acknowledged with thanks.

London Corn Trade Association Contract.—The London Corn Trade Association communicated in February the following clause, which it stated it had decided to insert in the 1899 American forms of contract, the letter also intimating that policies of insurance tenderable with American documents against contracts made upon such forms must include a particular average clause similar to that communicated.

“Warranted free from particular average unless the ship and/or craft, or the interest hereby insured, be stranded, sunk, burnt, on fire, and/or in collision, or in contact with ice, or some substance other than water, such contact to be of such a nature as may reasonably be supposed to have caused or led to the damage to cargo; or any damage to the goods caused by negligence on the part of ship's servants or agents.

“To pay landing, warehousing, forwarding and any special charges, including mats, should same be incurred, as well as partial loss, arising from transhipment. General average and salvage charges payable as per foreign statement, and/or as per York and Antwerp rules (1890 or otherwise) if so claimed.

“It is agreed that the assured shall not be prejudiced by the insertion of the negligence clause in the Bills of Lading”

After consultation with the representatives of the marine insurance companies here, it was ascertained that the London Lloyds would not cover the negligence clause in their policies, and further action in the matter by your Committee was therefore considered unnecessary.

German Tariff Discrimination against Canadian Produce.—This matter was referred to in the report of the Committee of Management for 1898, when a letter to the Minister of Trade and Commerce was quoted, asking his attention to the matter with a view to endeavouring to effect some arrangement with the German Government that would permit of the importing of Canadian grain into Germany on the same terms as United States grain. Further representations were made on this subject in May last, through Mr. E. Goff Penny,

M. P., who procured from the Minister the following quotation from the report of the Canadian High Commissioner on the matter, which shows that that officer entered a formal protest against Germany's action :—

“ When the Commercial treaty between Germany and Great Britain was terminated, fresh arrangements became necessary. A temporary agreement was made between the two countries extending to each other the benefits of the most favoured-nation clause, but Germany excluded Canada from the benefit of this provision, in consequence of the Preferential Tariff of the Dominion in favour of British produce. As Canada still extended to Germany most-favoured-nation treatment, I obtained the permission of the Government to enter a formal protest through Her Majesty's Government against the action of Germany. It was pointed out clearly that the Preferential Tariff was a matter of domestic policy, and that practically Canada treated all foreign countries alike. It was urged therefore that the Dominion was entitled to similar treatment from Germany, and several precedents were given to justify this contention. I regret, however, to state, although the assistance of Her Majesty's Government has been cheerfully rendered in the matter, that no definite result has been achieved, and that, in consequence, the export trade of Canada with Germany has been seriously interfered with.”

Prolongation of Navigation at Fort William.—At the request of the Winnipeg Grain and Produce Exchange the Government was addressed, heartily endorsing the following clause of a resolution adopted by that Exchange :—

“ That such facilities be provided by the Dominion Government as will prolong navigation at Fort William to the latest date possible.”

Royal Commission to Investigate Administration of Civic Affairs.—The petition of citizens for the appointment of a Royal Commission to investigate the administration of the City's affairs was signed by a number of members of this Association, and the Committee therefore complied with the request made that it should be represented at the presentation of that petition to the Provincial Premier. Your President attended on the occasion, when the Honorable Mr. Marchand promised consideration of the petition's prayer.

Philadelphia Commercial Museum.—An offer by the Philadelphia Commercial Museum to enrol this Association as a permanent member on its International Advisory Board was accepted, but an invitation from the officers of that Museum for this Association to be represented at the International Commercial Congress held in October under the auspices of that organization could not be accepted, as at that season it was impossible to secure the attendance of a delegate from this Association.

Fourth Congress of Chambers of Commerce of the Empire.—An invitation has been received from the Council of the London, England, Chamber of Commerce, for this Association to be represented at the Fourth Congress of Chambers of Commerce of the Empire, to be held in London towards the end of June, 1900. The question of the acceptance of this invitation is, of necessity, left to the incoming Committee of Management.

Nominations for Boards of Examiners for Flour and Grain.—Your Committee was, as usual, afforded opportunity by the Council of the Board of Trade to nominate these Boards, the nomination being confirmed by their appointment as follows :—

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

Wheat and other Grain.—E. F. Craig, Alex. McFee, Jos. Quintal, Adam G. Thomson.

Revision of Rules regulating Transactions in Grain and Flour.—The revision of the rules regulating transactions in grain and flour, commenced in 1898, has been completed, the whole being adopted at a special general meeting of the Association held May 22nd, and going into effect June 1st.

Obituary—

Mr. Ewen McLennan, died March 25th, 1899.—The death of Mr. Ewen McLennan, after a long period of ill health, was sympathetically referred to at a special meeting of the Association held March 28th, when the following resolution was adopted:—

“That the members of this Association hereby record their regard for the memory of Mr. Ewen McLennan, who died at Brockville, on Saturday, 25th inst., after a long and painful illness;

“That Mr. McLennan’s familiar figure and hearty greeting have been sadly missed from the Exchange floor since he was, many months ago, forced by failing health to absent himself from our daily meetings, at which he had, since he joined the Association in 1873, been so regular an attendant;

“That Mr. McLennan leaves behind him a record of sterling integrity in all his business relations, and that throughout a long life he was ever an arduous worker in the cause of charity.”

Mr. John Magor, died April 9th, 1899.—A special meeting of the members was held on the day of Mr. Magor’s funeral, when the following resolution was adopted:—

“That the members of this Association were much grieved to learn of the death, on Sunday last, of Mr. John Magor, who was for many years a prominent and valued member of the Association:

“That Mr. Magor served the Association in various offices for a long period, his successive election by the members as a member of the Committee of Management in 1874, 1875, 1883, 1884, 1889 and 1890, as a member of the Board of Review in 1881 and 1882, and as President in 1885, bearing witness to their appreciation of his ability;

“That the members hereby tender to the widow and the other members of the family their most sincere sympathy in this loss;

“That as a further mark of respect and regard for Mr. Magor’s memory this meeting does hereby adjourn.”

Mr. John Burton, died May 15th, 1899.—Although for some time before his death Mr. Burton had resided outside of this city, the event called forth general expressions of regret from the membership of this Association, and the Committee of Management at its first meeting thereafter adopted the following resolution:—

“That the Committee of Management of the Montreal Corn Exchange Association hereby records its sorrow at the death of Mr. John Burton, former General Freight Agent of the Grand Trunk Railway;

“That during Mr. Burton’s occupancy of that position the members of the Corn Exchange Association were brought into continual contact with him, and that they gratefully remember how he ever endeavoured to meet their wishes so far as his duty to the Company he represented would permit;

“That the Committee’s sincerest sympathy is extended to Mrs. Burton and other members of the family.”

Mr. David G. Thomson, died November 5th, 1899.—The entire unexpectedness of Mr. Thomson’s death and his popularity among his fellow members evoked a marked expression of feeling, which was voiced in the following resolution adopted at a meeting of members held November 6th:—

Resolved—“That the members of this Association are very deeply grieved by the

terribly sudden death of their old friend and colleague, Mr. David G. Thomson, and that the circumstance that he was on 'Change in his usual health when the fatal illness seized him, and that he was carried helpless and dying from the gathering of which he had for so many years been a prominent and highly esteemed member, intensifies the shock of this loss ;

"That Mr. Thomson's services as President of the Association for two years are gratefully recalled, and that his sterling qualities and genial presence will long be sadly missed ;

"That the members of this Association tender to Mrs. Thomson and the family their sincerest condolences in this bereavement ;

"That the Association do adjourn its session on Wednesday, at half past twelve, and that the Committee of Management and members generally do attend the funeral which takes place that afternoon."

Mr. Hugh McLennan, died November 21st, 1899—Mr. Hugh McLennan's death was also quite sudden, and, although he had of late been less frequently on 'Change, his loss was very greatly felt. A special meeting of the Association was held, at which the following resolution was adopted, but, the funeral being strictly private, the members were precluded from attending it :—

Resolved,—“That the members of this Association have learned with a feeling of inexpressible sadness of the death of Mr. Hugh McLennan, one of its most honoured members ;]

“That during the many years that Mr. McLennan was connected with the Association, whether as President, as member of the Committee of Management, or private member, he won in each capacity the warm esteem of the members generally, and as a merchant of great energy and unsullied integrity, as a wise counsellor, and as a calm and courteous Christian gentleman, ever ready to help in every good work, he has left us an example worthy of our most earnest emulation ;

“That as a further mark of our great grief at his death and of our deep respect for his memory, this meeting do now adjourn, and that a copy of this resolution be sent to his family.”

Mr. W. W. Ogilvie, died January 12, 1900.—Following closely as it did upon the sudden deaths of Mr. Hugh McLennan and Mr. D. G. Thomson, the startling suddenness of Mr. Ogilvie's death came as a severe shock to the membership, and their sorrow at this most sad event found some expression in the following resolution, which was adopted at a large meeting of the members held on the day of the funeral ;—

“That the members of the Corn Exchange Association, deeply feeling the loss occasioned by the death of W. W. Ogilvie, Esq., do out of great respect for his memory, and in evidence of their heartfelt sympathy for Mrs. Ogilvie and the family, adjourn and attend the funeral in a body, thus paying a last tribute of respect to one whose place it will be difficult to fill ;

“That, as a citizen, Mr. Ogilvie was an honour to Montreal and to Canada, and that he leaves a record which will long be remembered, and, it is hoped, will be followed by many ;

“That this Association desires to place on record its keen sense of all that it owes to Mr. Ogilvie for his unflinching willingness to help in every good work, and especially in everything tending to advance the interests of Canada and Montreal ;

“That the members of the Association feel that in Mr. Ogilvie they have lost a kind and sympathizing friend and adviser ; his loss and the shock occasioned by it is yet too recent for them to form a correct estimate of its greatness, but they feel sure that he will be mourned and missed from the shores of the Atlantic to those of the Pacific as almost no other Canadian has been ;

"That Mr. Ogilvie was a power for good and for progress in Canada, that the farmers of our great Northwest owe much of their prosperity to him, and that his death will be regarded in that great section of our country as a national calamity;

"That the members of this Association, deeply feeling their own loss, extend to Mrs. Ogilvie and family their heartfelt sympathy, and they hope that the knowledge that Mr. Ogilvie has left to his family the proud legacy of a most useful career and honourable name may soften their affliction."

Membership.—The following gentlemen were admitted to membership during the year :—F. W. Lynch, P. Daignault & Co.; Robert Hampson, Robert Hampson & Son; Harold Hampson, Robert Hampson & Son; Alex. Sinclair, The Elder-Dempster Co.; Gédéon Bourdeau, representing J. F. Harris, of Chicago; W. D. Aird, Union Cold Storage Co.; The Fitchburg Railroad; John Wilkins, Miller's Agent; Messrs. Furness, Withy & Co., Ltd.; Norman Wight, Wight & Esdaile; J. R. Clancy, H. & A. Allan; E. S. Jaques, The Northern Elevator Co.; L. M. Metcalfe, with H. D. Metcalfe, grain exporter.

The total membership December 31st, 1899, was 156, being four less than at end of 1898.

The whole respectfully submitted,

ALEX. MCFEE,

President.

MONTREAL, January 19, 1900.

REPORT OF THE MONTREAL WHOLESALE GROCERS' ASSOCIATION.

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

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

During the year the Association has considered a number of questions which, while of importance to the trade, were not such as to require attention in this report. The sugar question and the need for uniformity of terms and discounts being the only matters to which reference is necessary.

The Canadian Sugar industry has been heavily handicapped by the extremely low price of sugars, resulting from the war between the sugar trusts in the United States. Each of these trusts seems determined to make the business so unprofitable that its rival will have to close its refineries. This state of affairs, coupled with the fact that American refiners receive a bounty in the shape of a rebate of duty on their raw sugar when they export the refined article, has enabled them to sell their sugars in Canada at a lower price than is charged in the States, although there also they sell at a loss. As a consequence the wholesale grocer finds it impossible to secure such advance over the refiner's price as will cover the cost of handling.

Consideration of these facts led this Association and the other Wholesale Grocers' Guilds in Canada to petition the Government to increase the duty on bounty fed sugars. This, however, the Government could not be induced to do. In the meantime the sugar industry in Canada is practically at the mercy of American trusts, and at present there is no prospect of the conditions improving for some time to come.

An effort was made to secure uniformity in terms and discounts on groceries throughout Quebec and Ontario, but up to the present it has been impossible to get the whole trade to agree. I would commend this subject to the attention of the incoming officers as a matter of great importance to the trade.

Mr. J. Telephore Lalonde, of Messrs. Lalonde & Desroches, was admitted to membership in the Association.

The whole respectfully submitted,

H. LAPORTE,

President Montreal Wholesale Grocers' Association.

REPORT OF THE MONTREAL WHOLESALE DRY GOODS ASSOCIATION.

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

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

The question of Customs undervaluations to which I referred at length in my report for 1898 has again occupied the attention of the Association this year, and in response to resolutions on the subject which were communicated to the Honourable Mr. Patterson, Minister of Customs, he assured the Association that he realized the importance to importers that such fraudulent practices should be stopped, and that his desire was to protect the honest importer by every means possible.

Some time in August the Customs Department adopted a regulation providing for the inclusion of commission charges in the value for duty. This regulation aroused strong opposition on the part of importers, who pointed out that in many instances the collection of duty on such charges would be an injustice to the trade. The Association's representative on the Board of Trade Council brought the matter to the attention of the Council, and as a result the Minister of Customs was asked to give Montreal importers an opportunity to discuss the regulation with him, which he did by meeting a Committee of the Board of Trade Council and a number of importers in the Board of Trade rooms. The Minister explained that the regulation provided for the collection of duty on commission charges on goods purchased through a commissionaire and invoiced by him to the importer, but that goods invoiced from the manufacturer direct to the importer would pay duty only on the invoice price. The production of the original invoice from the manufacturer will be taken as proof of value for duty.

Some suggestions were made whereby the importers considered that the regulation could be carried out more fairly, and the Minister promised that they should be taken into consideration.

The Minister's attention was called to the fact that duty was frequently collected on the cost of packing, contrary to the usual custom at this port, and he undertook to enquire into the matter.

An effort was made to effect an arrangement whereby the entire wholesale Dry Goods Trade in Canada should be placed on the same footing regarding terms, discounts, etc.

The form of agreement as proposed by Toronto merchants and accepted by this Association looked to uniformity rather than the shortening of the terms of credit or the reducing of discounts. I regret that, as one or two merchants refused to entertain the idea, it was found impossible to carry out the scheme this year.

In February the Association renewed its efforts of former years to induce the railway companies to grant special excursion rates to merchants coming to Montreal for the Spring Millinery opening. The railway companies expressed themselves as unwilling to grant the request.

The Honourable G. W. Stephens introduced a Bill in the Quebec Legislative Assembly providing that curators of insolvent estates should furnish security for the estates administered by them unless a majority of the curators decided otherwise. The Association, considering that curators should be compelled to give security in all cases, wrote the Honourable Mr. Stephens asking him to amend the Bill in this particular. This he agreed to do, but the Bill was unfortunately thrown out by the Committee of the Legislative Assembly.

The whole respectfully submitted.

ALPHONSE RACINE,
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 Ninth Annual Report.

The Council of the Board of Trade being asked by the Royal Society of Canada to assist it in impressing upon the Government the necessity for the establishment of a Hydrographic Survey Department, referred the matter to this Association. The members being unanimously of the opinion that a complete survey of tides and currents such as the proposed Department would carry out would be of great value as a safeguard against the dangers of navigation, the Council was informed that the Association would heartily support the Royal Society in its efforts.

Upon the Government being approached, several officials of the Department of Marine expressed the opinion that such precise information as to tides and currents was of no practical value to mariners. The Association has obtained the opinions of about twenty ships' masters on the question, every one of whom has stated that reports on the state of tides and currents are of the utmost importance in the navigation of the St. Lawrence route. Upon receipt of the answers of a few captains who have not yet replied, the result of the enquiry will be communicated to the Government.

Owing to the heavy losses incurred during the year 1898, the marine insurance companies were compelled to advance their rates. Charges of discrimination against the Canadian route were made, but the Association pointed out that the insurance rates were based on the risk, and that it was only by improving the route and rendering navigation of the River St. Lawrence so safe that Montreal could be reached with as little danger as other ports, that rates could be reduced to a parity with those in effect on other routes.

On April 19th a large deputation, comprising members of this Association, the Board of Trade, the Corn Exchange, Shipping Interest and La Chambre de Commerce, proceeded to Ottawa to urge upon the Government the imperative necessity of the immediate prosecution of the work of improving the St. Lawrence route, the advance in rates having emphasized the importance of prompt action.

I am pleased to be able to report that some improvements have since been carried out, but it is to be hoped that those recommendations of the Association not already adopted by the Government will be kept in view.

My attention was called to the existence of a shoal off Matane, which was not marked on the charts. The Department of Marine was promptly notified, and the Deputy Minister issued a notice to mariners giving the exact location of the shoal.

One of the most important subjects which have occupied the attention of the Association this year was the question of the extension of the term for carrying full deck loads from St. Lawrence ports. The Board of Trade had for some time been urging the Government to allow full deck loads of lumber to be carried from Canadian ports until October 15th. Hitherto full deck loads could not be carried on vessels leaving port after October 1st.

In reply to a request from Sir L. H. Davies, Minister of Marine, for an expression of opinion, this Association said it would favour the extension of the term to 12th October, provided the Government would amend the special or general acts governing port wardens, so that every vessel taking a deck load of lumber from a Canadian port should come under port warden inspection as to the loading of the cargo on deck and the amount to be carried. The Minister introduced a Bill, amending the Safety of Ships' Act, embodying these provisions, but the clauses providing for port warden inspection raised such strong opposition from shippers in the Maritime Provinces that he was compelled to withdraw them, and the Bill as passed extended the term to 12th October without any conditions whatever. The Association greatly regretted that the monetary interests of a few should stand in the way of a reform looking to the safeguarding of life and property. It is hoped that, as the necessity for such protective measures is better understood, there will be no difficulty in having them enacted.

The wreck of the SS. "Scotsman" on Belle Isle on 23rd September, and the fact that no news of the accident was received in Montreal until fully a week after it occurred, emphasized in a startling manner the need for telegraphic communication with Belle Isle. Had there been such communication, a great deal of suffering on the part of both passengers and crew would have been avoided. After such a warning as was furnished by the wreck of the "Scotsman," it is felt that the officials of the Department of Public Works will spare no effort to establish telegraphic communication with Belle Isle at the earliest possible date.

In the matter of the desired establishment of an Admiralty Court at Montreal, I am glad to note that the efforts of the Board of Trade and this Association have so far been successful as to induce the Government to take action in that direction. The following letter shows the position of the Minister of Justice on the question:—

OFFICE OF THE MINISTER OF JUSTICE.
OTTAWA, Nov. 25th, 1899.

DEAR SIR,—

I have received your letter of 24th inst., and in reply beg to say that I am only waiting a recommendation of a suitable party to be appointed Registrar of a Maritime Court at Montreal. My opinion is that the Clerk of one of the Superior Courts would be the proper party to name as Registrar.

Respectfully yours,

DAVID MILLS.

EDWARD L. BOND, ESQ.,
Montreal.

During the season of 1897 there were many complaints of damage to cargoes arriving from the continent, owing to bad stowage, and again this year merchants were put to considerable loss owing to the same cause. The matter was brought to the attention of the Underwriters in London and Liverpool, and it is hoped that there will be no cause for complaints next season.

The stranding of the SS. "Almerian" on Beaumont Shoals on September 5th formed the subject of an enquiry by the Quebec Harbour Commissioners. The evidence went to show that the accident was the result of negligence on the part of the pilot, who, it is stated, refused to allow himself to be cross-examined. In spite of the seriousness of the affair, the pilot was only suspended for about three months. The Minister of Marine was written to and asked to make such enquiry into the case as would determine whether there were any circumstances which would warrant the infliction of a penalty so disproportionate to the crime, and whether the pilot refused to submit to cross-examination as stated. The following reply was received :—

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 11th Nov., 1899.

SIR,

Referring to your letter of 4th ult., with reference to the stranding of the SS. "Almerian" on Beaumont Shoal on the night of the 5th Sept. last, I am to inform you that a copy of your letter has been forwarded for report to the Harbour Commissioners, and I am now to inform you that the Commissioners have reported that they gave their verdict after a most careful consideration, and that the evidence which came before them, and on which they gave judgment, did not, in their opinion, prove that there was culpable negligence on the part of the pilot.

With reference also to the statement in your letter that the pilot was not examined, the Commissioners state that a pilot on trial cannot be forced to give evidence; it is voluntary on his part, and that the pilot of the "Almerian," though not testifying at his trial, afterwards, and before the verdict of the Commissioners was given, of his own accord came before them and gave a very straightforward statement as to what caused him to make such

a grave mistake. It was this course on the part of the pilot that caused the Commissioners to deal much more leniently with him than was their first intention.

I am, Sir,

Your obedient servant,

F. GOURDEAU,

Deputy Minister of Marine and Fisheries.

J. STANLEY COOK, ESQ.,

*Secretary Underwriters' Association,
Montreal.*

The fact that nothing has been done in the direction of the much-needed reform of the pilotage system is to be deplored, as, until such reform is an accomplished fact, the St. Lawrence route will be heavily handicapped.

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 :—

Early in the year the Association was successful in having the collection of the tolls on butter and cheese sold at the wharves suspended. As stated in last year's report these tolls have been found injurious to the receiver.

It is with some satisfaction that I record the conclusion of an arrangement between the railway companies and the Association, regarding freight rates on butter, cheese and eggs brought to Montreal during the summer season from Western and other points locally and subsequently exported. For years Montreal exporters have been at a disadvantage as compared with the Western merchant; and the Association has tried repeatedly, but hitherto without success, to induce the railways to remedy the grievance.

For the season to close of navigation of 1899 the railway companies agreed that, where the local rate from points west plus the ocean rate exceeds the export rates from those points plus the ocean rates, the difference, together with the additional charge for cartage collected on delivery of goods at Montreal, would be refunded to the merchant on proof of exportation. On all other points where no difference exists between the export and local tariff rate, the cartage charges on local shipments to Montreal will be refunded on proof of exportation, as a compromise against the terminals paid by the railway company on through shipments. This places Montreal exporters almost on a parity with those in the west and other points.

Negotiations are still pending regarding winter rates, which I trust will result in an arrangement being entered into which will be satisfactory to all concerned.

The pressing need for reliable statistics as to the stocks of butter, cheese and eggs in store in Montreal led to the adoption of a system under which each member of the Association and each public warehouse furnished a private statement of those goods held in store

at the end of every month, the totals being communicated by circular to the members. It will be readily seen that statistics so collected would be practically worthless unless every member supported the scheme by supplying the necessary information, and upon one of the members refusing to do so, the compiling of the stocks was suspended after having been in operation for several months.

It seems to me that it is of vital importance to the Association that whatever arrangement is entered into by the Association should be strictly adhered to by all its members.

The irregularity with which meetings have hitherto been held led to the adoption of an amendment to article 8 of the by-laws providing for the holding of quarterly general meetings of the Association.

The frequent claims made by British merchants for small shortages in allowances for ocean freight have caused great annoyance to exporters, and an effort was made to induce the SS. lines to accept a fixed weight for cheese boxes. The Committee appointed was of opinion that six pounds would be a fair allowance, and directed a public weigher to weigh a large number. As a result the weigher decided that, taking one season with another, six pounds would fully cover the tare on cheese boxes. The SS. companies, however, would not agree to carry out the wishes of the trade, so far as Liverpool is concerned, although I am glad to be able to report that they do so in connection with other ports.

Considerable attention was given to a proposition to hold a conference of representatives of the country Dairy Boards and Montreal merchants. The proposal included the holding of a day session, at which matters relating to the commercial side of dairy interests would be discussed, and a banquet in the evening. The members were unanimous as to the desirability of some such gathering which would enable dairymen and merchants to become more acquainted, and felt it would be of great benefit to the trade. Arrangements for the conference could not be completed this season, but I hope that the scheme will be carried out next year.

The attention of the Board of Trade Council was called to the general dissatisfaction expressed by the members on account of the lack of direct cable information regarding the state of the produce market in Great Britain. The Council was prepared to procure the reports required, but the fact that there were no means of keeping such information for the sole use of the members resulted in the matter being dropped.

The Province of Quebec Dairy Association, which has done such good work in providing a system of inspection of cheese factories, being desirous of extending its system so as to include butter factories, and to carry out its work still more efficiently than in the past, approached the Provincial Government with a view to securing an increase of its grant, and asked this Association to support its request. Delegates were appointed to proceed to Quebec with the representatives of the Dairy Association to interview the Minister of Agriculture and lay before him the views of the Association as expressed in the following resolution:—

Resolved, —That this Association petition the Honourable the Commissioner of Agriculture at Quebec to increase the yearly grant to the Province of Quebec Dairy Association to \$5,000, so that a proper and efficient inspection of butter and cheese factories may be maintained during the coming season.

That this Association feels that the importance of the butter and cheese trade to the Province of Quebec can hardly be over-estimated, and that it is of the utmost importance that proficient general inspection should be provided by the Quebec Dairy Association.

The Commissioner stated that it was impossible to increase the grant to the extent asked for this season, but that he hoped to be able to do so next year, as he fully recognized the importance of the work the Dairy Association was carrying on.

Professor Robertson, Dominion Dairy Commissioner, has on several occasions met the Association and discussed matters of interest to the trade, one of the most important of which was the question of cold storage for butter on railways and ocean steamers. The Department of Agriculture wished to know whether it was desirable to renew the agreement which had been made some three years ago with several of the steamship companies, whereunder those companies provided cold storage accommodation on a number of vessels. Professor Robertson met the Association to discuss the matter at a meeting held for that purpose on November 13th, at which the following resolution was adopted:—

Resolved,—That the thanks of this Association are hereby tendered to the Department of Agriculture for arranging for excellent cold storage service on the steamships from Canadian ports, and also for regular refrigerator car service on railways, and for assistance to owners of creameries in providing cold storage at creameries;

That the Department be requested to continue to assist the trade by arranging for refrigerator service weekly in summer and fortnightly in winter, to the ports of Liverpool, London, Bristol, Glasgow and Manchester, and also for a monthly service to Newcastle and Leith; and

That this Association considers it advisable that the cold storage chambers should be divided into smaller compartments, and that they should be kept at a temperature of 20°.

At the same meeting several members present expressed the opinion that it was desirable that more refrigerator cars for the service of butter should be run at different points through Quebec, where at present there is no refrigerator service at all for butter. Professor Robertson assured our Association that any such suggestions would receive the prompt attention of the Minister of Agriculture, and suggested that a list of all such places where these refrigerator cars were needed be sent to him at the earliest opportunity. This matter is now left with the incoming Committee to follow up.

The Dairy Commissioner, in order to ascertain the temperature at which cheese should be kept during the process of curing in order to obtain the best results, had several lots of cheese manufactured from the same milk, half of which he had cured in ordinary curing rooms where the temperature fluctuated with the weather, and a second half cured in rooms where the temperature was kept at or below 65°. A Committee from this Association, appointed at the Commissioners' request, inspected the lots of cheese thus cured, and found the second lot much superior in quality. The result of this experiment confirmed Professor Robertson in his conviction that the trade would be greatly benefited if the factory-men could be induced to improve their curing rooms, and steps will probably be taken at an early date to bring about the needed improvement.

It was considered desirable to again warn factorymen that it would be injurious, not only to the trade generally, but to their own interests, to manufacture November cheese, and a circular to that effect was sent to the various cheese boards throughout the country. The

circular was sent to all of the Dairy Boards in Ontario, to the Dominion Dairy Commissioner and to the Commissioner of Agriculture at Quebec, who assisted the Association in this matter by distributing copies of the circular and publishing it in both editions of the Journal of Agriculture.

The following gentlemen were admitted to membership during the past year:— Wm. Meldrum, of Messrs. Wm. Meldrum & Co.; Richard Ware, of Wm. Ware & Sons, and John Orpe.

In conclusion I feel that the warmest thanks should be accorded to those gentlemen who have so satisfactorily worked during the past year on the different Committees of the Association; more time has been given by them to the detail working of the Association than perhaps would be at first credited. Especially has this been the case so far as the Executive and Freight Rates Committees are concerned, and, as the labours of the latter are not yet completed, I would strongly urge upon the Association the advisability of re-electing the Freight Rates Committee for another season in place of the Transportation Committee as heretofore. I desire also to express my sincere appreciation to those members who have supported the Association by their regular attendance at the different meetings. The efforts of the different Committees have not been without some profit to the members of the Association; this has been clearly proved by the concessions the Freight Rates Committee managed, after considerable work, to procure from the railway companies, and I am convinced that if the members will only remain loyal to the Association by attending the different meetings when called, and support to the utmost of their ability any projects that may be decided upon by the Association from time to time for the betterment of trade, it would not be long before the influence of our Association would be felt throughout the Dominion.

I desire to express personally my warmest thanks for the support given to me by our worthy Secretary, who has so ably carried out the wishes of the Association during the past year.

The whole respectfully submitted.

ARTHUR J. HODGSON,

President Montreal Butter and Cheese Association.

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

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

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

In November, 1898, the Customs Department adopted certain regulations governing the form of Declaration of Owner of goods and certificate of value on invoices, which involved considerable change in those forms. The Council of the Board of Trade asked this Association for an expression of opinion with regard to these changes, and a Committee was appointed to consider the matter. The form of Declaration or Affirmation of Owner, known as Form "1," was found to contain a number of statements, all of which had pre-

viously been in use, and to which there was no objection. The certificate of value on invoices, Form "J" was objected to as being too cumbersome, and involving unnecessary trouble to exporters.

The Minister of Customs attended a meeting of the Board of Trade Council in order to discuss the whole subject, and upon the Board's invitation this and other Associations interested were represented. The Minister was of opinion that, when everyone became familiar with the new regulations, they would be found to work satisfactorily, and promised that, until the forms were fully understood, the collector should use his discretion in enforcing them.

The failure of the effort to organize a weekly meeting of the members on 'Change is recorded with regret. The first 'Change meeting was called for December 21st, 1898, and notices have been sent out regularly since that date, but the attendance has gradually dwindled away.

To the great disappointment of the business community another year has passed without the enactment of the much needed Insolvency Legislation for the Dominion. During the last Session of Parliament the Board of Trade and other commercial bodies did everything possible to induce the Government to encourage the introduction and passage of an Insolvency Bill, but without success. The following resolution was adopted and communicated to the Council of the Board of Trade :—

Resolved—"That this Association regrets that there has been no legislation at this Session of Parliament in the passing of a Bill for the equitable distribution of the assets of insolvents throughout the Dominion, and respectfully requests that the Council of the Board of Trade would so express itself upon this subject."

The Council also adopted a strong resolution on the subject.

The advance in the prices of almost all commodities led the Customs Department to revive a regulation, which had not hitherto been enforced, providing for the collection of duty on the market price of goods at the time of shipment, without reference to the price at which the goods were purchased. Owing to the phenomenal advance in the prices of Iron and Steel goods, the increased duty would amount to a very considerable item, and it was of great importance that Customs collectors should be furnished with such information as to the state of the market as would enable them to collect the right amount of duty, a uniform value to rule at all ports of entry. A deputation interviewed the Minister of Customs on this question and the need for uniform appraisement generally, and received his assurance that he was anxious to do everything in his power to enable collectors to fix proper values for collection of duties.

If members would communicate to the Association particulars of any instances of improper valuation which come to their notice, such cases would be at once laid before the Minister.

It is with sincere regret that the death of Mr. Frank Caverhill, one of this Association's most active members, is recorded. The following resolution was adopted at a special meeting held for that purpose :—

Resolved—"That the Metal and Hardware Manufacturers' and Merchants' Association most deeply regrets the death, while yet in the prime of life, of Mr. Frank Caverhill, the sadness of the event being intensified by its entire unexpectedness ;

That by Mr. Caverhill's death the Association has lost one of its most energetic promoters, for he was one of the original members, and has throughout contributed largely to its welfare by his ability and interest ;

That Mr. Caverhill's genial personality won for him many friends, and that his memory will long be cherished by the members of this Association ;

That the Association hereby conveys to Mrs. Caverhill and family its most profound sympathy in their sad bereavement."

On November 15th, the Railway Companies advanced the winter freight rates very considerably and did away with the commodity tariff. I would ask the earnest attention of the incoming officers to the present rates from Montreal in comparison with rates from other distributing points in Canada and from United States points, as I think it will be found that there has not been a relative advance from American points, and that a differential exists against Montreal shippers.

The whole respectfully submitted.

WM. MCMASTER,

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

REPORT OF THE BANKERS' SECTION OF THE MONTREAL BOARD OF TRADE.

MONTREAL, January 10, 1900.

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

GENTLEMEN,—In presenting its Annual Report, the Committee of the Bankers' Section of your Board of Trade have to mention that the past year did not occasion many meetings, but these were of importance.

As in 1898, the Section felt called upon, in harmony with other of your sections, to oppose unwise legislation in connection with the City Charter. In conjunction with the Canadian Bankers' Association a deputation proceeded to Quebec, pursuant to a resolution adopted at a meeting held February 2nd, 1899, and laid the views of the Section before the Committee, which had the City Charter Bill under consideration. A second deputation subsequently took part in a discussion of the objectionable clauses with the Legislative Council, and it is satisfactory to be able to state that the efforts of the Association and the Section were successful.

The proposed clauses to which your Section took exception were those imposing special taxes upon the banks based upon capital and dividends in such manner as to be wholly unjust and injurious to the interests of trade in Montreal.

Your Section held a meeting on the 29th March, 1899, to deliberate upon the proposed Bankruptcy Act of Mr. Fortin, which seemed likely to be introduced once more in the Dominion House. The Section heard with pleasure that its able representative on your Council had been able so to present the views of the Section as to remove the main obstacles to a unity of action on the main questions which had long been at issue, and it was somewhat a surprise that the Bill as agreed upon by the Boards of Trade of Montreal and Toronto did not, after all, come up in the House.

It is highly probable that the renewal of the Bank charters, which expire 1st July,

1901, will take place during the approaching session of Parliament. At such renewal it is usual to make such amendments in the Bank Act as the experience of the decade may suggest. In this connection it is obvious, from the lesson taught by the failure of La Banque Ville Marie, that some provision should be made to prevent, in future, the over-issue of circulating notes. The whole question is doubtless under consideration by the Canadian Bankers' Association and the Government, and your Section does not think it desirable to pronounce as to the details of necessary amendments. It would, however, approve of a measure which provided for a Bureau of Inspection of the circulation accounts of the chartered banks, consisting of officers duly appointed by the Bankers' Association under law. It would also be pleased to see a measure adopted which would control the printing of bank notes.

Your Section is also of opinion that some further effort should be made to effectually banish the dealing in stocks, bonds, etc., on margin by and through irresponsible parties. The astounding evidence so far elicited in connection with the failure of La Banque Ville Marie reveals the fact that thousands of dollars of the depositors' money were gambled away by clerks whose salaries and position should have been known to prohibit such transactions. Your Section is aware of the extreme difficulty of framing a measure which will prevent such speculations without impeding legitimate transactions, but, as brokers and dealers in stocks and securities have intimate financial relations with the banks, it would seem to the mutual advantage of both, if an understanding could be reached whereby brokers would communicate to the managers of the banks and even the principals of mercantile houses the names of clerks placing an order with them.

La Banque Ville Marie suspended payment on 25th July, 1899, and went into liquidation shortly after. The failure was accompanied by some disturbance in financial circles and the Banque Jacques Cartier suspended on the 31st of the month, resuming payment on October 25th. The disturbance created by these troubles did not require action of any kind on the part of your Section, although a special meeting was called on August 12th for the purpose.

Your Section is pleased to be able to report a continuance of the prosperity which was so marked during 1898. The Clearings of Montreal during 1899 were \$794,029,000, an increase of \$61,765,000 over 1898, or 8.4 per cent. They form over 48 p.c. of the total clearings of Canadian Clearing Houses, a remarkable indication of the national character of the metropolis.

Your Section is pleased to note that the wheat crop of the past year was excellent and realized good prices. The Manitoba crop, which was estimated at 33,000,000 bushels by the Government in August last, suffered during that month from drought, and also was affected by the Hessian fly, and later statistics have reduced the crop to about 28,000,000 bushels.

We have now, however, to take into consideration a constant progress in dairying in the West, and exportation of cattle, while in British Columbia and the Yukon there is a rich development of mining, which promises to bring Canada well to the fore as a producer of the precious metals.

In Eastern Canada there has been a striking interest in iron mining and smelting, sev-

eral large corporations having acquired properties in Ontario and the Maritime Provinces. It is to be hoped that, as the times are propitious, the demand for iron and steel being very heavy, the industry may become one of the branches of Canadian commerce.

There was a marked advance in prices of many staple articles of export from Canada, notably cheese, and while in some cases exports have declined, they show a notable advance in others. Your Section notes with pleasure that for the first time there was in 1899 a shipment of Canadian cheese direct to the continent of Europe, 1307 packages being sent to Hamburg. The extensive shipments of butter in 1899, exceeding those of 1898 by 50 p.c., at prices returning nearly 25 p.c. more to the producer, are noteworthy as indicating what can be done in educating our people to the requirements of foreign and British markets, and training them in habits of scientific dairying by means of Government experts.

Your Section has noted with pleasure that almost all branches of manufacturing have been busy, in some cases working over-time, while wages have been advanced.

The failures in the Dominion show the smallest number reported since 1886, and a decrease of 11.2 p.c. from 1898. The liability column, however, shows an increase of 13.8 p.c. over 1898, due to a few large failures. But the total is, after all, satisfactorily small.

In connection with banking statistics, your Section has not yet at hand the returns for December, but, during the twelve months ending with November, 1899, the increase in public deposits was \$29,872,000, the total being \$275,874,000; the increase in current loans was \$34,000,000; the increase in note circulation, including Dominion notes, was \$8,000,000, the amount being about \$50,000,000. It is unnecessary to point out how amply these statistics prove the increased volume of Canadian trade, internal and external.

The prices of Canadian securities on the local exchange were high and well maintained almost throughout the year, although the unfortunate war with the Transvaal and consequent uneasiness of the money markets of London and New York exerted an adverse influence during the latter half of the year. Below is appended a statement which shows the opening, closing, highest and lowest quotations of stocks on the local exchange for the past two years.

NAME OF STOCK.	For the Year 1899.				For the Year 1898.			
	Opening.	Highest.	Lowest.	Closing.	Opening.	Highest.	Lowest.	Closing.
Miscellaneous.								
Canadian Pacific	85½	99½	84½	92½	81½	90½	70½	85½
Duluth, common	3½	7½	2½	5½	3½	3½	2½	3½
Duluth, preferred	7	17	1½	12	6	8½	5	7½
Commercial Cable	183½	196½	178	187	178	188½	157½	185
Montreal Telegraph	174	178	167	173	177½	182½	170	175
Rich. & Ont. Nav. Co.	102½	115	97	105	107	114½	82	103½
Montreal Street Ry	290	337½	267	285	235½	290	235½	289
do do new .....	.....	.....	.....	.....	233	286	233	286
Montreal Gas	209½	219½	176	185½	190	210	168½	209½
Bell Telephone	173	192½	172½	174	171	182½	179	173
do do new .....	.....	.....	.....	.....	.....	170	167½	.....
Royal Electric Co.	162	198	159½	187½	143½	164½	140½	161½
N. W. L., preferred	55	58	52½	52½	50	56	49	55½
N. W. L., common .....	.....	17	17	.....	.....	.....	.....	.....
Loan & Mortgage	139	141	135	135	139	140	138	140
Montreal Cotton	177	165	140	140½	137½	159	137½	158

Dominion Cotton.....	106	119	89½	94	95	108½	84	108½
Colored Cotton.....	68	80	65	65	57	70	45	67½
Merchants' Cotton....	....	155	130	130	....	....	....	....
Western Loan & Trust	94½	100	94½	....	....	....	....	....
People's Heat & Light	....	30	10	....	39	40½	18	30
Dom. Coal, preferred..	113½	120½	113½	....	106½	118	92	113
do common....	31	57	31	....	23	35	17½	34½
Halifax Railway.....	128	129½	92	92	115	142½	112½	129
St. John Railway....	....	155	118	118	....	150	125	150
Toronto Railway.....	109	121½	92	102	86½	109½	80	108½
Twin City, common ..	....	73½	57	64½	....	....	....	....
do preferred... ..	....	139½	129	129	....	....	....	....
Mining—								
War Eagle.....	\$3.05	\$3.88	\$2.49	\$2.53	....	306	186	305
Republic.....	1.20	1.41½	.93	1.03	....	....	....	....
Payne	1.40	1.68	.88	1.02½	....	....	....	....
Virtue.....	....	.65	.45½	.54½	....	....	....	....
Montreal-London....	....	.96	.34	.34	....	....	....	....
Banks—								
Montreal.....	250	268	249½	....	235	250	235	249
Ontario.....	115	131½	115	....	100	115	160	115
Molsons.....	202	213	190	....	205	205	200	204½
Toronto.....	243	249½	239½	....	228	245	227	245
Jacques Cartier.....	110½	111	108	....	98½	110½	97½	110½
Merchants.....	180	182½	160	160	179	183½	169	179½
Eastern Townships... ..	152	158	155	155	150	160	150	155½
Quebec.....	123	130	123	....	120	127½	120	122½
Union.....	110	115	100	....	101	112	101	112
Commerce.....	145½	154½	140	140	134½	150½	134½	143½
Merchants, of Halifax	180	180	162	....	....	180	....	....
Hochelaga.....	162	164	146	146	146	165	146	162½
Nationale.....	90	98	90	....	87	97	87	96½
Ottawa.....	....	210	205	....	....	210	....	....

The continued expansion of industry in the West, the advent of settlers, the working of mines, the increasing crop areas, the development of cattle raising and dairying, especially the latter, are factors toward the permanency of Canada's prosperity; and if Montreal acts judiciously in equipping the port for a greatly increased traffic, and avoids the danger of sacrificing the interests of the city for those of individuals, she should soon rank high among the seaports of the world. The approval of the principle of the Conners' syndicate contract by the Board of Trade and the Corn Exchange warrants the belief that the interests of the port have been protected so far. We understand that the establishment of a weekly line at Portland has led to a large quantity of grain going past Montreal during the past year, while the railroads were greatly assisted in securing the carrying trade from the West by the unusual demand made upon the lake shipping by the iron ore trade, which indicates there is room for more shipping on the St. Lawrence route.

It is with profound regret that the Section has to announce the death of two valued members of its Committee, Mr. Francis Kennedy, Manager of the Bank of Nova Scotia, who died May 26th, and Mr. Jeffrey Penfold, Local Manager of the Bank of British North America, who died in the early days of July.

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

Chairman of Section, Mr. Geo. H. Balfour, Manager Union Bank of Canada; General Committee, Messrs. J. S. Meredith, H. V. Meredith, A. E. Ellis, Jno. Walker, F. H. Mathewson, Edson L. Pease, James Elliott, J. A. Richardson, R. B. Kesson, Thos. How, C. Bogart; Secretary-treasurer, Arthur Weir.

After expressions of regret that his retirement from active banking prevented the selection of the retiring chairman, the Section made unanimous choice of Mr. A. McNider 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. M. J. A. Prendergast for his good services as their representative during the past year.

The whole respectfully submitted.

A. M. CROMBIE,
Retiring Chairman.

MONTREAL CLEARING HOUSE.

REPORT FOR 1899.

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

	1899.	1898.	1897.
January.....	\$64,850,000	\$60,334,000	\$43,577,000
February.....	62,432,000	62,332,000	38,480,000
March.....	69,660,000	62,043,000	40,654,000
April.....	61,249,000	50,003,000	45,092,000
May.....	71,777,000	56,475,000	46,600,000
June.....	63,756,000	60,423,000	54,616,000
July.....	63,209,000	59,471,000	52,831,000
August.....	63,115,000	55,578,000	49,240,000
September.....	64,163,000	61,856,000	55,080,000
October.....	69,792,000	67,354,000	59,340,000
November.....	71,101,000	67,250,000	59,166,000
December.....	68,979,000	69,143,000	56,509,000
	<u>\$794,029,000</u>	<u>\$732,264,000</u>	<u>\$601,185,000</u>

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

Largest Week,	1897, 11 Nov....	\$15,090,000	Smallest Week,	1897, 4 March..	\$ 8,157,000
	1898, 6 Oct.....	18,453,000		1898, 14 April...	8,721,000
	1899, 2 March..	20,272,000		1899, 31 August..	11,750,000
Largest Day,	1897, 4 Nov....	\$ 3,831,000	Smallest Day,	1897, 22 March..	\$ 977,000
	1898, 1 Oct.....	4,054,000		1898, 31 Jan..	1,242,000
	1899, 4 April..	5,039,000		1899, 27 Feb...	1,474,000

The average daily clearings for 1899 were \$2,537,000.

As reported by *Bradstreet's*, the aggregate clearings for 1899 show an increase of:—

In the United States.....	36.5 per cent. over 1898
In Canada.....	15.7 " " "
In Montreal.....	8.4 " " "

The ten largest clearings are as follows:—

New York.....	\$60,761,791,000	Pittsburgh.....	\$1,528,476,000
Boston.....	7,086,285,000	Baltimore.....	1,209,777,000
Chicago.....	6,612,313,000	San Francisco.....	970,715,000
Philadelphia.....	4,811,079,000	Montreal.....	794,029,000
St. Louis.....	1,638,348,000	Cincinnati.....	748,490,000

Montreal still holds the place of ninth.

CANADIAN CLEARINGS.

Montreal.....	\$794,029,000	Vancouver.....	\$ 42,179,000
Toronto.....	504,569,000	Hamilton.....	40,298,000
Winnipeg.....	107,786,000	Victoria.....	33,506,000
Halifax.....	70,600,000	St. John, N.B.....	32,628,000

ARTHUR WEIR, *Manager.*

MONTREAL, 10th Jan., 1900.

PORT OF MONTREAL.

STATEMENT showing the VALUE of Merchandise ENTERED FOR CONSUMPTION
at this Port during the years ending 31st December, 1899, 1898 and 1897.

ARTICLES.	VALUE.	VALUE.	VALUE.
	1899.	1898.	1897.
Ale, Beer and Porter	\$ 28,213	\$ 24,554	\$ 22,253
Animals.....	4,794	2,724	2,866
Books, Pamphlets, etc.....	258,836	283,300	219,032
Brass, Manufactures of	146,801	112,758	94,023
BREADSTUFFS—Indian Corn for distillation.....	732	.....	.....
Grain of all kinds	977	827	2,411
Flour	2,186	1,675	4,122
Meal, Corn and Oats.....	1,276	1,964	2,709
Rice.....	169,070	186,616	105,659
Other Breadstuffs	64,055	52,831	49,987
Bicycles, etc.....	76,550	116,059	168,789
Cars, Railway and Tram.....	483	2,046	87
Cement and Manufactures of (1897 figures for 5 months)	256,675	405,958	108,725
Coal, Bituminous.....	63,319	88,130	87,003
Copper, Manufactures of.....	62,919	28,289	23,385
Cotton, Bleached or Unbleached, not dyed, coloured, etc	217,262	212,663	99,483
Dyed, Coloured, etc.....	1,204,329	1,067,458	947,590
Clothing	130,994	113,859	109,235
Thread (not on Spools), Yarn, Warp, etc.....	294,870	233,133	192,983
Thread on Spools	132,921	270,478	261,017
All other Manufactures of.....	274,307	221,884	162,165
Drugs and Medicines.....	659,475	635,812	558,223
Earthenware, Stone and Chinaware.....	238,830	224,675	176,436
FANCY GOODS AND EMBROIDERIES, VIZ.:—			
Bracelets, Braids, Fringes, etc.....	283,927	314,576	272,443
Laces, Collars, Nettings, etc.....	219,301	257,970	214,565
All other Fancy Goods	123,690	100,918	98,165
Flax, Manufactures of (1897 figures for 5 months only)	630,986	575,008	211,002
Fish and Products of.....	143,831	146,184	123,712
Fruits and Nuts, dried.....	336,946	272,066	264,252
Green, viz.:—Oranges and Lemons.....	314,639	291,322	261,823
All other.....	102,851	86,224	93,174
Furs, Manufactures of.....	316,004	247,700	214,520
Glass, Manufactures of, viz.:—			
Bottles, Jars, Decanters, Tableware and Gas			
Light Shades.....	169,898	147,992	160,879
Window.....	233,192	193,592	146,018
Plate.....	109,450	99,911	89,882
All other Manufactures of.....	50,229	42,043	37,895
Gunpowder and Explosive Substances.....	32,152	24,572	21,253
Gutta Percha, Manufactures of.....	134,803	124,596	85,388
Hats, Caps and Bonnets, Beaver, Silk or Felt.....	349,698	339,148	289,944
All other.....	136,516	153,912	148,121
Iron and Steel, and Manufactures of, viz.:—			
Band, Hoop, Sheet and Plate.....	1,265,771	677,752	757,831
Bar Iron and Railway Bars.....	19,629	30,063	11,534
Cutlery, Hardware, Tools and Implements.....	793,454	606,324	490,746
Machines, Machinery and Engines, inc. Loco-			
motives.....	870,628	716,005	434,844

Corrected page for Report of the Council of The Montreal
Board of Trade.

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STATEMENT showing the VALUE of Merchandise ENTERED FOR CONSUMPTION
at this Port.—Continued.

ARTICLES.	VALUE. 1899.	VALUE. 1898.	VALUE. 1897.
	\$	\$	\$
Pig Iron, Kentledge and Scrap.....	523,480	356,056	341,321
Stoves and Castings.....	59,792	41,563	43,571
Iron Tubing.....	289,141	159,729	99,617
All other Manufactures of Iron and Steel...	1,958,552	1,685,563	949,641
Jewellery and Watches, and Manufactures of Gold and Silver.....	357,116	326,443	297,849
Lead and Manufactures of.....	182,135	172,776	136,359
Leather, all kinds.....	479,147	457,058	490,374
Boots and Shoes.....	93,716	91,294	62,816
All other Manufactures of.....	56,735	48,092	38,792
Marble and Stone, and Manufactures of.....	58,737	52,003	30,017
Metals and Manufactures of.....	240,611	204,045	122,860
Musical Instruments.....	60,318	63,774	45,401
Oil, Mineral, and Products of.....	98,488	96,166	98,880
Flaxseed or Linseed, raw or boiled.....	233,039	171,703	82,065
All other.....	162,193	200,003	149,580
Paints and Colours.....	535,698	422,482	336,939
Paper, Envelopes, etc.....	376,543	373,239	306,815
Pickles, Sauces, Capers, all kinds.....	51,267	37,624	31,855
Provisions, Lard, Meats, fresh and salt.....	106,720	122,794	79,346
Butter, Cheese.....	10,964	10,374	8,802
Seeds and Roots.....	60,083	101,692	99,677
Silk, Manufactures of.....	1,328,837	1,138,211	770,078
Soap, all kinds.....	135,244	115,046	88,055
Spices, ground and unground.....	53,167	47,814	47,861
Spirits, all kinds.....	475,977	406,686	368,260
Wines, Sparkling.....	105,022	88,746	83,255
Other than Sparkling.....	142,110	136,231	137,137
Sugar.....	4,328,777	3,669,490	3,707,908
Molasses and Syrups.....	297,298	200,148	229,684
Tobacco and Cigars.....	117,193	91,079	108,447
Tobacco Leaf, (for six months only).....		134,355	59,025
Vegetables.....	63,751	72,858	61,938
Wood, Manufactures of.....	110,752	99,485	84,078
Woolens: Carpets, of all kinds.....	299,035	254,574	225,799
Clothing.....	392,292	330,60	234,620
Cloths, Worsteds, Coatings, etc.....	1,297,263	1,051,917	939,883
Dress Goods.....	1,380,127	1,575,917	1,315,490
Knitted Goods.....	343,222	324,755	234,511
Shawls.....	17,228	19,555	8,596
Yarns.....	68,000	39,225	28,135
All other Manufactures of.....	126,819	178,088	107,482
All other Dutiable Goods.....	4,001,912	3,625,016	3,414,010
Total Dutiable.....	32,005,986	28,530,143	23,936,103
“ Free.....	21,361,007	20,656,021	13,714,103
Coin and Bullion.....	4,657,507	4,356,882	2,351,599
Grand Total.....	58,024,500	53,543,046	40,001,805

FREE GOODS imported at the Port of MONTREAL during the years ending
31st December, 1899, 1898 and 1897.

ARTICLES.	VALUE. 1899.	VALUE. 1898.	VALUE. 1897.
Animals for Improvement of Stock	\$	\$	\$
Asphaltum or Asphalt.....	54,070	21,935	12,043
Broom Corn.....	58,421	33,478	21,057
Indian Corn.....	1,630	2,376	1,685
Coal, Anthracite.....	5,148,654	7,686,658	2,875,768
Coffee.....	1,156,050	952,101	966,524
Cotton Waste.....	165,503	136,229	250,520
Raw.....	99,913	87,023	88,511
Dyes, Chemicals, etc.....	1,056,638	901,144	1,044,376
Fish and products of.....	759,409	1,209,319	632,643
Fisheries, articles for, Nets, Seines, Lines, etc.....	20,646	30,395	33,383
Fruits, Bananas, Olives, Pineapples, etc.....	8,443	8,696	7,580
Fur Skins, not dressed.....	167,404	149,133	155,373
Grease for Soap-making.....	406,789	277,171	270,124
Hides and Skins.....	36,479	27,518	25,454
India Rubber and Gutta Percha, crude.....	799,160	633,933	339,320
Jute Cloth and Jute Yarn.....	1,049,974	865,455	735,674
Metals, Brass and Copper.....	428,566	387,374	444,889
Steel Rails for Railways.....	748,084	684,220	433,033
Iron and Steel, all other.....	679,743	63,870	73,707
Tin and Zinc.....	1,122,434	718,540	450,280
Other.....	722,879	466,609	356,439
Oils, Vegetable.....	38,974	45,206	43,722
Salt.....	19,846	18,443	13,799
Settler's Effects.....	79,177	80,161	79,107
Silk, raw.....	214,488	314,455	202,444
Sisal, Manilla and Hemp, undressed.....	239,836	114,294	144,161
Tea.....	391,962	179,405	181,863
Tobacco Leaf (1898 and 1897 for 6 months only)...	861,428	710,180	808,522
Wood, Cabinetmakers, etc.....	893,221	644,262	898,122
Wool.....	347,560	377,539	293,620
All other Free Goods.....	269,632	182,006	152,160
	3,313,964	2,646,893	1,678,200
Total.....	21,361,007	20,656,021	13,714,103
Coin and Bullion.....	4,657,507	4,356,882	2,351,599
Total Free Goods.....	26,018,514	25,012,903	16,065,702

PORT OF MONTREAL.

STATEMENT showing the Quantity and Value of Merchandise EXPORTED
from this Port during the year ended 31st December, 1899.

ARTICLES.	1899		1898
	QUANTITY.	VALUE.	VALUE.
THE MINE—Coal Tons.			\$ 218
Ores of all kinds..... “	2,504	\$ 13,498	28,425
Phosphates..... “	215	1,850	8,000
Salt..... “	250	75	
Other Articles.....		112,536	156,580
Total.....		127,959	193,223
THE FISHERIES—Fish of all descriptions		131,358	104,940
Fish Oil..... Gals.	910	414	58
Total.....		131,772	104,998
THE FOREST—Ashes, Pot and Pearl (not to include Leached Ashes) Brls.	1,745	52,767	35,321
Logs—Pine..... M. feet			150
“ All other..... “	299 <small>AND</small>	8,960	836
Lumber—Deals, Deal Ends, Flanks, Boards, and other Lumber.....		4,700,057	5,574,114
Timber—Square..... Tons.	14,441	158,390	126,599
Other Articles.....		28,490	26,723
Total.....		4,948,664	5,763,743
ANIMALS AND THEIR PRODUCE—			
Horses..... No.	5,516	562,097	717,560
Horned Cattie..... “	79,396	5,354,871	5,968,623
Sheep..... “	62,686	373,306	217,005
Other Animals.....		412	423
Butter..... Lbs.	25,087,693	5,043,961	3,128,588
Cheese..... “	150,910,050	15,402,214	12,657,749
Eggs..... Doz.	4,400,913	580,984	588,077
Meat of all kinds..... Lbs.	19,290,106	1,842,378	1,685,549
Wool..... “	183,658	37,413	
Other Articles.....		641,060	637,726
Total.....		29,838,696	25,601,300

STATEMENT showing the Quantity and Value of Merchandise EXPORTED
from this Port.—Continued.

ARTICLES.	1899		1898
	QUANTITY.	VALUE.	VALUE.
AGRICULTURAL PRODUCTS—			
Fruits—Green		\$ 947,683	\$ 891,412
Barley..... Bush.	970,271	472,296	154,469
Beans and Peas..... "	1,255,073	891,585	1,067,602
Indian Corn..... "	13,252,596	5,210,460	7,395,913
Rye..... "	342,446	205,525	661,308
Oats..... "	4,019,886	1,376,468	2,200,813
Wheat..... "	10,221,743	7,939,409	7,844,229
Other Grain..... "	239,486	135,664	157,422
Flour of Wheat and Rye..... Brls.	256,594	1,077,217	1,215,665
Indian and other Meal..... "	25,360	103,742	122,917
Malt..... Lbs.	497	298	1,015
Other Articles.....		1,546,769	1,319,823
Total.....		19,907,116	23,032,588
MANUFACTURES—			
Cottons, Woollens, etc		150,971	173,102
Extract of Hemlock Bark.....		1,122	43
Iron—Pig & Scrap, Castings, Hardware.....		371,438	312,542
Leather.....		791,040	740,178
Boots and Shoes.....		6,737	6,202
All other manufactures of.....		13,810	6,613
Liquors, Spirituous and Malt, of all kinds..... Gals.	7,791	9,913	15,175
Sewing Machines..... No.	514	9,266	12,704
Ships sold to other countries.....			2,000
Tobacco, Snuff and Cigars..... Lbs.	58,313	21,273	28,778
Wood, Manufactures of, all kinds.....		262,518	252,120
Other Articles.....		1,615,217	1,440,586
Total.....		3,253,305	2,690,043
MISCELLANEOUS ARTICLES.....			
Total.....		118,943	162,058
Total.....			
58,326,455			
57,547,953			
BULLION, Gold in bars, blocks or ingots.....		414,245	529,168
COIN, Gold.....		5,255,617	4,612,992
" Silver.....		44,655	39,067
Grand Total.....		64,040,982	62,729,180

TOTAL RECEIPTS OF PRODUCE AT MONTREAL DURING THE YEAR 1899, WITH COMPARATIVE FIGURES FOR 1898.

	Wheat Bush.	Corn Bush.	Peas Bush.	Oats Bush.	Barley Bush.	Rye Bush.	Flaxseed Bush.	Flour Brls.	Meal Brls.	Butter Pkgs.	Cheese Boxes.	Lard Brls.	Eggs Cases.	Meats, Hams & Bacon, Boxes.
Per Grand Trunk Rail way,	1,689,669	576,290	2561 58	1,453,847	518,583	52,400	707,070	9,095	277,146	859,135	53,658	185,549	32,814	
Per Canadian Pacific Ry.	1,198,200	652,303	475 009	1,199,953	139,593	84 444	652,854	13,268	270,301	862,182	73,241	92,054	56,826	
Via Lacrosse Canal.	7,743,663	11,083,261	277 811	1,582,790	603 475	24,9 000	204,182	322	3,684	107,263	8,070	6,973	259	
Per River Boats	.....	.....	29 854	354,254	742	.....	.....	.....	21,000	84,000	.....	.....	.....
Total 1899	10,631,622	12,311,854	1,059,432	4,500,844	1,822,383	345,844	1,516,237	28,688	572,141	1,912,580	134,969	984,776	138,899	
Total 1898	10,806,788	19,450,310	1,843,569	7,289,867	467,368	1,073,642	1,516,237	27,036	417,247	2,118,817	125,55	100,292	177,241	
Increase or Decrease	Decrease.	Decrease.	Decrease.	Decrease.	Increase.	Decrease.	Increase.	Increase.	Increase.	Decrease.	Increase.	Increase.	Decrease.	Decrease.
	335,266	7,178,456	804,127	2,679,023	855,085	727,768	41,169	1,650	154,894	206,297	9,814	15,516	38,312	

TOTAL SHIPMENTS OF PRODUCE FROM MONTREAL DURING THE YEAR 1899, WITH COMPARATIVE FIGURES FOR 1898.

	Wheat Bush.	Corn Bush.	Peas Bush.	Oats Bush.	Barley Bush.	Rye Bush.	Flaxseed Bush.	Buck- wheat, Bush.	Flour Brls.	Meal Brls.	Butter Pkgs.	Cheese Boxes.	Lard Brls.	Apples Brls.	Eggs Cases.	Meats, Hams & Bacon, Boxes.
European via River	9,882,126	13,272,602	1,233,869	3,926,564	1,080,459	37,056	457,471	1,813,848	56,574	283,761	177,265	109,878	78,293	.....	.....	.....
St Lawrence	.....	2,148	18,680	.....	220	15	.....	239,918	2,899	4,644	3,137	3,283	2,712	378	2,155	.....
Lower Ports via Riv.	.....	.....	.....	.....	.....	.....	.....	24,625	2,240	.....	.....	.....	.....	.....	.....	.....
St Lawrence	.....	.....	23,442	64,600	48,976	7,000	.....	558,155	4,707	32,838	389,717	624	21,932	6,798	3,536	.....
Via Lacrosse Canal	57,028	1,000	.....	.....	.....	.....	.....	1,903,152	47,501	494,953	2,206,702	60,481	308,405	181,411	115,689	78,293
Via Rail	.....	.....	.....	.....	.....	.....	.....	24,625	2,240	.....	.....	.....	.....	.....	.....	.....
Total 1899	9,909,153	13,276,350	3,991,164	1,125,123	1,080,459	616,950	179,195	1,903,152	47,501	494,953	2,206,702	60,481	308,405	181,411	115,689	78,293
Total 1898	9,132,771	19,252,825	6,798,917	3,453,001	988,354	777,074	.....	1,589,141	29,499	334,174	2,208,442	48,448	399,477	194,963	164,879	94,136
Increase or Decrease	Increase.	Decrease.	Decrease.	Decrease.	Increase.	Decrease.	Decrease.	Increase.	Increase.	Increase.	Decrease.	Increase.	Decrease.	Decrease.	Decrease.	Decrease.
	776,382	5,976,475	397,236	2,607,657	782,122	160,124	.....	314,011	31,002	160,779	1,740	12,033	91,072	10,652	49,301	15,843

TOTAL SHIPMENTS OF PRODUCE TO PARTICULAR PORTS, VIA RIVER ST. LAWRENCE, FROM THE OPENING OF NAVIGATION, APRIL 26TH, 1889
(first arrival from sea), TO THE CLOSE, NOVEMBER 28TH (last departure for sea), WITH COMPARATIVE FIGURES FOR 1888.

PORTS.	Wheat.	Corn.	Peas.	Oats.	Barley.	Rye.	Flax-seed.	Buck-wheat.	Flour.	Meal.	Butter.	Cheese.	Lard.	Can ed Meats.	Eggs.	Hams and Bacon.	Apples.	Cattle.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Brls.	Brls.	Pkgs.	Boxes.	Brls.	Pkgs.	Cases.	Bacon.	Brls.	Head.
London.....	1,898,253	1,398,063	106,326	1,798,180	65,081	27,900	50,357	8,726	373,605	2,526	112,889	701,351	2,557	4,211	1,612	1,807	4,569	11,302
Liverpool.....	2,867,697	3,249,311	417,040	177,567	100,088	.....	191,301	.....	271,358	9,444	118,290	431,390	11,449	87,591	86,274	3,024	90,105	30,216
Manchester.....	233,784	533,046	44,658	224,118	.....	.....	.....	.....	6,250	.....	25,769	41,771	3,292	342	9,545	1,825	17,642	5,866
Bristol.....	1,367,267	944,230	51,779	148,696	41,103	17,115	42,104	8,486	71,368	4,119	147,688	415,754	7,968	386	21,710	483	4,157	9,302
Newcastle.....	126,007	68,036	20,814	80,966	.....	.....	.....	.....	26,752	.....	5,899	46,337	187	52	.....	.....	.....	1,981
Hull.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Glasgow.....	1,201,361	2,275,488	342,039	569,135	288,247	145,086	203,738	.....	106,653	13,517	46,984	104,155	1,628	9,627	62,598	1,807	144,807	16,412
Leith.....	662,188	329,789	116,240	125,831	.....	.....	.....	.....	40,805	1,120	406	27,278	210	.....	.....	.....	706	569
Aberdeen.....	.....	270,598	8,402	18,876	.....	.....	.....	.....	48,713	2,680	741	6,353	49	.....	1,403	.....	8,831	3.0
Dublin.....	417,395	548,740	.....	.....	.....	.....	.....	.....	13,625	3,503	.....	6,500	.....	.....	.....	.....	.....	.....
Belfast.....	50,108	999,284	5,567	9,897	188,545	175,915	.....	.....	24,888	471	.....	10,069	123	295	.....	.....	100	.....
Cardiff.....	198,001	352,579	.....	211,329	56,551	.....	.....	.....	.....	.....	.....	28,594	166	.....	.....	.....	327	.....
Hamburg & Antwerp.....	717,739	2,263,418	121,004	532,029	241,312	.....	44,482	161,683	.....	215	905	.....	28,911	50	325	29	12,640	2,531
Barcelona.....	112,025	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lower Ports.....	9,852,125	13,272,602	1,233,869	3,926,564	1,089,327	356,016	609,335	179,195	1,080,459	37,655	457,471	1,813,848	56,574	102,453	177,265	7,425	233,761	78,293
Total for 1869.....	9,852,125	13,274,750	1,232,549	3,926,564	1,081,147	366,016	609,350	179,195	1,320,372	40,554	462,115	1,816,985	59,857	104,430	177,643	7,603	286,473	78,293
Total for 1868.....	9,007,247	19,236,358	1,630,404	6,781,821	321,578	983,982	777,074	*	1,020,600	40,986	302,877	1,837,663	46,449	142,818	189,905	11,569	383,143	94,136
Increase or decrease.	844,778	5,961,698	397,855	2,865,257	759,569	617,966	167,764	.....	299,772	432	159,238	29,678	13,408	38,988	12,262	3,967	106,670	15,843
	Increase.	Decrease.	Decrease.	Decrease.	Inc'se.	Dec'se.	Dec'se.	.....	Increase.	Dec'se.	Inc'se.	Decrease.	Inc'se.	Dec'se.	Dec'se.	Dec'se.	Dec'se.	Dec'se.

* No statistics available for 1868.

RECEIPTS OF GRAIN, FLOUR, MEAL, BUTTER AND CHEESE AT MONTREAL MONTHLY DURING 1899.

1899	Wheat Bush.	Corn Bush.	Peas Bush.	Oats Bush.	Barley Bush.	Rye Bush.	Flaxseed Bush.	Flour Brs.	Meal Brs.	Butter Pkgs.	Cheese Boxes.
January	21,057	4,700	6,122	106,207	19,936	655	.....	21,048	655	10,880	901
February	27,726	4,450	11,550	105,056	82,852	.....	.....	24,430	835	10,265	740
March	18,084	1,000	17,759	220,250	3,871	1,525	.....	27,730	1,000	9,832	31
April	11,625	109,384	25,280	167,733	6,469	.....	.....	53,302	.....	13,911	1,469
May	2,662,722	2,272,794	167,463	775,837	3,612	7,780	.....	96,937	809	35,366	83,840
June	1,908,524	3,531,744	109,719	455,010	4,954	18,056	.....	221,416	2,205	102,691	378,408
July	1,240,925	1,197,070	13,450	423,589	80,860	50,970	.....	262,069	2,222	109,758	365,652
August	1,906,937	1,445,352	13,286	518,145	139,765	58,703	.....	202,069	6,302	98,713	314,588
September	1,244,439	1,833,013	539,069	131,760	64,169	80,087	.....	164,759	2,029	69,880	243,908
October	1,905,530	203,109	608,883	538,608	96,621	202,314	.....	104,759	8,217	51,593	198,556
November	1,425,664	495,716	254,987	27,040	275,463	383,501	.....	112,714	3,590	34,500	107,880
December	200,709	.....	3,850	41,800	33,500	.....	.....	37,255	450	12,143	12,824
By River Boats during Season	.....	.....	29,854	354,254	742	.....	.....	.....	.....	21,000	84,000
Total	10,631,522	12,311,854	1,039,432	4,500,841	1,322,393	345,844	718,625	1,557,406	28,686	572,141	1,912,580

EXPORTS OF GRAIN, FLOUR, MEAL, BUTTER AND CHEESE FROM MONTREAL MONTHLY DURING 1899.

1899	Wheat Bush.	Corn Bush.	Peas Bush.	Oats Bush.	Barley Bush.	Rye Bush.	Flaxseed Bush.	Buck-wheat Bush.	Flour Brs.	Meal Brs.	Butter Pkgs.	Cheese Boxes.
May	1,53,259	1,782,708	87,528	848,955	.....	16,979	.....	65,710	42,613	2,367	11,933	53,973
June	2,144,002	3,944,487	135,618	632,091	10,314	25,535	.....	200	2,343	4,896	43,626	352,187
July	1,395,891	2,070,431	114,172	566,739	53,196	19,462	.....	3,596	196,134	2,821*	67,051	319,670
August	1,864,111	2,600,875	18,548	417,015	116,353	58,490	.....	41,991	272,905	4,779	105,321	383,706
September	1,576,726	2,012,981	131,623	688,328	76,358	42,490	.....	38,162	269,638	4,278	128,435	273,526
October	1,689,940	707,284	403,930	428,335	291,407	129,464	.....	134,787	84,387	11,041	69,930	251,400
November	725,156	754,556	340,350	345,011	582,723	78,755	.....	109,689	71,939	31,375	177,326	.....
Total	9,852,125	13,272,002	1,233,869	3,926,564	1,080,927	366,016	609,335	179,195	1,080,459	37,655	457,471	1,813,848

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

YEARS.	FLOUR.			WHEAT.			CORN.			PEAS.			OATS.			BARLEY.		
	Receivts.		Ship-ments.	Receivts.		Ship-ments.	Receivts.		Ship-ments.	Receivts.		Ship-ments.	Receivts.		Ship-ments.	Receivts.		Ship-ments.
	Barrels.	Barrels.	Barrels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
1861	1,095,359	605,042	7,738,084	5,584,727	1,555,477	1,477,114	1,469,879	1,529,159	1,400,885	1,327,749	1,327,749	1,400,885	1,529,159	1,400,885	1,327,749	1,327,749	1,400,885	1,529,159
1862	1,174,692	597,477	8,534,172	6,590,796	2,061,261	1,774,546	1,774,546	1,774,546	1,774,546	1,774,546	1,774,546	1,774,546	1,774,546	1,774,546	1,774,546	1,774,546	1,774,546	1,774,546
1863	1,193,286	616,021	5,500,143	3,711,146	862,981	638,281	668,281	749,414	1,192,942	366,339	307,361	709,289	3,686,855	3,073,639	3,073,639	3,073,639	3,073,639	3,073,639
1864	1,088,705	825,071	4,194,217	2,496,531	158,564	21,974	357,207	489,659	232,616	3,437,810	3,437,810	3,437,810	3,437,810	3,437,810	3,437,810	3,437,810	3,437,810	3,437,810
1865	782,916	637,001	2,648,674	787,928	935,421	734,849	436,751	681,910	1,633,634	31,658	31,658	1,633,634	3,251,966	3,251,966	3,251,966	3,251,966	3,251,966	3,251,966
1866	704,376	595,198	773,298	83,278	1,636,315	1,411,208	1,870,223	1,636,315	1,411,208	2,192,395	2,192,395	2,192,395	2,192,395	2,192,395	2,192,395	2,192,395	2,192,395	2,192,395
1867	708,518	569,021	2,939,295	1,576,528	1,081,605	681,708	1,302,306	1,761,933	309,288	3,363,990	3,363,990	3,363,990	3,363,990	3,363,990	3,363,990	3,363,990	3,363,990	3,363,990
1868	790,311	683,612	2,426,663	1,081,958	1,086,152	682,497	1,302,306	1,761,933	309,288	413,320	413,320	413,320	413,320	413,320	413,320	413,320	413,320	413,320
1869	975,295	907,057	7,462,033	5,595,352	1,41,882	168,018	550,384	576,984	84,086	267,416	267,416	267,416	267,416	267,416	267,416	267,416	267,416	267,416
1870	1,061,273	975,513	6,599,315	5,973,048	83,656	6,043	550,384	576,984	84,086	66,258	66,258	66,258	66,258	66,258	66,258	66,258	66,258	66,258
1871	951,760	908,844	8,224,895	7,680,894	3,171,757	2,870,998	292,308	736,133	172,440	86,818	86,818	86,818	86,818	86,818	86,818	86,818	86,818	86,818
1872	921,973	832,931	4,665,314	3,818,450	7,656,440	7,546,390	652,649	1,175,026	211,684	129,064	129,064	129,064	129,064	129,064	129,064	129,064	129,064	129,064
1873	1,000,000	863,569	9,788,730	8,225,649	3,544,514	3,529,918	455,739	917,761	163,069	194,872	194,872	194,872	194,872	194,872	194,872	194,872	194,872	194,872
1874	1,075,335	830,256	7,682,284	7,556,566	2,803,284	2,561,375	1,144,739	1,763,906	983,004	175,652	175,652	175,652	175,652	175,652	175,652	175,652	175,652	175,652
1875	1,023,531	840,689	8,615,238	7,117,159	1,804,010	1,724,220	1,157,040	1,544,655	958,098	343,950	343,950	343,950	343,950	343,950	343,950	343,950	343,950	343,950
1876	915,331	842,885	6,388,129	5,037,694	3,832,031	3,834,692	1,430,943	1,362,739	3,622,874	270,677	270,677	270,677	270,677	270,677	270,677	270,677	270,677	270,677
1877	823,873	746,217	7,218,692	6,388,263	4,617,226	4,226,296	1,810,901	1,977,145	470,142	1,230,486	1,230,486	1,230,486	1,230,486	1,230,486	1,230,486	1,230,486	1,230,486	1,230,486
1878	910,373	716,763	7,230,695	6,802,822	6,117,226	5,694,835	1,611,433	2,226,792	723,103	429,416	429,416	429,416	429,416	429,416	429,416	429,416	429,416	429,416
1879	771,584	725,109	11,313,634	10,461,221	4,389,291	4,032,307	2,016,379	5,621,941	645,485	365,789	365,789	365,789	365,789	365,789	365,789	365,789	365,789	365,789
1880	735,560	739,007	9,637,124	9,084,266	7,622,161	7,622,161	2,617,658	5,081,674	1,401,531	293,023	293,023	293,023	293,023	293,023	293,023	293,023	293,023	293,023
1881	826,166	682,861	7,599,825	6,351,622	3,320,084	3,035,544	3,303,974	3,303,974	1,441,813	1,853,229	1,853,229	1,853,229	1,853,229	1,853,229	1,853,229	1,853,229	1,853,229	1,853,229
1882	869,066	718,862	8,273,678	6,913,290	708,279	672,850	2,099,607	2,306,374	926,896	247,532	247,532	247,532	247,532	247,532	247,532	247,532	247,532	247,532
1883	1,075,709	776,212	6,080,911	5,008,167	3,500,535	3,316,053	1,971,271	1,635,398	844,108	239,180	239,180	239,180	239,180	239,180	239,180	239,180	239,180	239,180
1884	800,788	679,426	5,566,247	4,221,283	2,419,581	2,249,581	2,449,846	2,669,399	1,980,897	158,451	158,451	158,451	158,451	158,451	158,451	158,451	158,451	158,451
1885	800,788	679,426	5,566,247	4,221,283	2,419,581	2,249,581	2,449,846	2,669,399	1,980,897	158,451	158,451	158,451	158,451	158,451	158,451	158,451	158,451	158,451
1886	885,712	736,936	7,445,413	6,035,122	4,858,667	4,545,503	2,602,933	2,800,312	2,067,54	181,159	181,159	181,159	181,159	181,159	181,159	181,159	181,159	181,159
1887	949,682	922,565	10,678,714	9,168,893	1,261,921	1,206,676	2,345,198	2,602,933	2,067,54	138,621	138,621	138,621	138,621	138,621	138,621	138,621	138,621	138,621
1888	933,121	824,752	5,048,809	4,168,809	2,805,924	2,808,276	1,974,833	1,635,398	1,016,273	69,690	69,690	69,690	69,690	69,690	69,690	69,690	69,690	69,690
1889	968,876	874,667	3,836,166	2,356,494	3,392,007	3,392,007	1,483,943	1,483,943	1,016,631	95,700	95,700	95,700	95,700	95,700	95,700	95,700	95,700	95,700
1890	978,843	854,752	4,165,970	2,223,695	5,392,007	4,570,226	1,974,833	1,635,398	1,016,631	1,618,133	1,618,133	1,618,133	1,618,133	1,618,133	1,618,133	1,618,133	1,618,133	1,618,133
1891	1,152,789	793,452	8,389,687	6,230,224	1,810,484	1,813,834	2,602,933	2,602,933	2,067,54	1,732,626	1,732,626	1,732,626	1,732,626	1,732,626	1,732,626	1,732,626	1,732,626	1,732,626
1892	986,868	1,036,187	11,174,839	8,693,879	1,810,484	1,813,834	2,602,933	2,602,933	2,067,54	1,586,184	1,586,184	1,586,184	1,586,184	1,586,184	1,586,184	1,586,184	1,586,184	1,586,184
1893	809,597	844,385	8,257,687	7,088,157	9,311,765	9,670,710	1,483,943	1,483,943	1,016,631	369,333	369,333	369,333	369,333	369,333	369,333	369,333	369,333	369,333
1894	857,571	1,065,867	7,103,293	5,511,100	1,815,764	2,053,708	1,483,943	1,483,943	1,016,631	1,352,085	1,352,085	1,352,085	1,352,085	1,352,085	1,352,085	1,352,085	1,352,085	1,352,085
1895	1,613,544	1,616,768	4,441,512	6,651,311	2,582,631	2,613,838	2,602,933	2,602,933	2,067,54	96,748	96,748	96,748	96,748	96,748	96,748	96,748	96,748	96,748
1896	1,093,169	1,639,316	9,472,467	7,052,385	6,639,966	6,705,104	2,602,933	2,602,933	2,067,54	278,464	278,464	278,464	278,464	278,464	278,464	278,464	278,464	278,464
1897	1,344,247	1,397,103	11,875,611	9,924,029	9,339,226	9,921,361	1,087,007	1,087,007	1,087,007	5,231,903	5,231,903	5,231,903	5,231,903	5,231,903	5,231,903	5,231,903	5,231,903	5,231,903
1898	1,516,237	1,439,145	10,966,788	9,132,771	19,490,310	19,493,261	1,813,569	1,813,569	1,813,569	6,798,817	6,798,817	6,798,817	6,798,817	6,798,817	6,798,817	6,798,817	6,798,817	6,798,817
1899	1,557,406	1,903,152	10,631,522	9,909,159	12,311,834	13,276,950	1,630,432	1,630,432	1,630,432	1,425,123	1,425,123	1,425,123	1,425,123	1,425,123	1,425,123	1,425,123	1,425,123	1,425,123

Lowest and highest prices of Flour and Wheat in Montreal during thirty-eight 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.
1899	3 20	to 3 65	0 72	to 0 86	1881	4 15	to 6 65	1 18	to 1 50
1898	3 30	.. 5 85	0 70	.. 1 62	1880	5 05	.. 6 10	1 13	.. 1 40
1897	3 55	.. 5 00	0 76	.. 1 10	1879	3 90	.. 6 35	0 98	.. 1 43
1896	3 20	.. 4 75	0 64½	.. 1 02	1878	3 92½	.. 5 35	0 85	.. 1 25
1895	2 85	.. 5 25	0 69	.. 1 08	1877	5 10	.. 8 50	1 16	.. 1 63½
1894	2 60	.. 3 20	0 60	.. 0 82	1876	4 45	.. 5 50	1 03	.. 1 22½
			U. CAN. SPRING WHEAT.		1875	4 10	.. 6 00	1 00	.. 1 36
1893	3 00	.. 3 75	No Quotations.		1874	4 40	.. 5 85	1 00	.. 1 36½
1892	3 45	.. 4 80	0 70	to 1 03	1873	5 50	.. 6 55	1 24	.. 1 55
1891	4 50	.. 5 60	0 98	.. 1 06	1872	5 65	.. 6 80	1 30	.. 1 55
1890	4 25	.. 5 20	0 97	.. 1 08	1871	4 90	.. 6 60	1 17	.. 1 45
1889	4 50	.. 5 95	1 12	.. 1 27	1870	3 95	.. 6 80	0 90	.. 1 35
1888	4 00	.. 6 25	0 82	.. 1 26	1869	4 10	.. 5 50	0 95	.. 1 18
	SPRING EXTRA.				1868	4 80	.. 7 65	1 08	.. 1 75
1887	3 40	to 3 65	0 80	.. 0 97	1867	6 75	.. 9 45	1 47½	.. 2 00
1886	3 30	.. 3 90	0 79	.. 0 94	1866	5 40	.. 8 25	1 16	.. 1 60
1885	3 40	.. 4 90	0 83	.. 1 07	1865	4 20	.. 6 75	0 96	.. 1 30
1884	3 35	.. 5 15	0 81	.. 1 20	1864	3 75	.. 4 60	0 85	.. 0 98
1883	4 55	.. 5 35	1 04	.. 1 20	1863	3 85	.. 4 57½	0 87	.. 1 00
1882	4 60	.. 6 25	1 04	.. 1 50	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:—

	1899.	1898.	1897.	1896.
	Bush.	Bush.	Bush.	Bush.
Wheat.....	1,643,000	3,367,500	2,986,200	943,600
Corn.....	14,381,100	19,665,400	8,430,100	5,703,000
Peas.....	1,913,250	2,382,800	2,748,000	3,257,100
Oats.....	6,641,400	12,744,700	9,413,294	5,187,600
Barley.....	1,366,000	135,100	220,400	242,500
Rye.....	449,400	797,800	1,249,828	252,100
Buckwheat.....	328,800	482,400	754,608	563,000
Totals.....	26,722,950	39,575,700	25,812,430	16,148,900

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

	1899.	1898.	1897.	1896.
Wheat.....	Bush. 10,061,498	Bush. 8,945,929	Bush. 10,131,329	Bush. 6,931,419
Corn.....	13,458,920	19,692,728	9,383,553	7,005,167
Peas.....	1,249,958	1,627,249	1,834,295	1,824,442
Oats.....	4,089,994	6,973,616	5,385,213	2,768,697
Rye.....	374,909	998,059	974,058	406,749
Barley.....	1,113,490	323,708	178,007	354,433
Buckwheat.....	188,607	331,604	432,757	196,140
Flax Seed.....	750,879	803,400	152,048	.....
Totals.....	31,228,255	39,696,293	28,471,260	19,487,047

STOCKS OF GRAIN AND FLOUR IN MONTREAL ON THE FIRST SATURDAY OF EACH MONTH FROM 1895 TO 1899 INCLUSIVE.

1895.	JAN.	FEB.	MAR.	APL.	MAY.	JUNE.	JULY.	AUG.	SEPT.	OCT.	NOV.	DEC.
Wheat..bush.	663,814	663,591	616,711	482,932	264,856	244,700	225,214	10,290	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	124,313	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	.....	4,033	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.	28,563	25,749	19,816	19,380	22,699	18,295	26,343	4,338	26,649	22,582	22,250	22,792
1896.												
Wheat..bush.	249,801	271,676	823,034	902,121	844,235	357,504	394,650	275,450	284,374	457,012	542,372	447,377
Corn.... "	7,874	6,939	27,010	73,350	76,721	43,374	50,040	35,621	58,634	26,406	49,978	35,327
Peas.... "	2,910	4,443	6,362	11,403	22,253	61,603	77,329	78,250	93,488	225,904	513,219	91,261
Oats.... "	199,842	181,837	262,628	397,341	432,385	354,113	300,020	286,270	211,442	220,981	13,723	20,910
Barley.. "	33,899	46,709	52,607	60,693	64,235	62,696	36,822	44,436	25,549	25,540	63,594	33,094
Rye..... "	3,492	3,492	3,492	6,484	6,484	6,484	6,484	6,484	6,484	.....	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	38,586	41,447	58,037	84,556
Peas.... "	135,676	143,142	178,714	207,684	262,918	258,402	131,903	101,780	84,433	53,177	124,918	112,949
Oats.... "	148,500	237,589	486,819	804,711	879,541	572,949	474,584	483,458	508,787	159,863	425,918	264,227
Barley.. "	40,697	41,861	48,887	41,710	879,541	572,949	474,584	483,458	508,787	159,863	425,918	264,227
Rye..... "	44,354	51,341	58,166	73,626	56,131	40,448	42,970	35,495	31,681	23,051	26,620	28,486
Flour...brls.	42,947	62,245	51,931	40,520	31,516	29,008	19,302	18,405	13,379	13,301	15,131	11,662
1898.												
Wheat..bush.	105,968	94,415	110,346	93,884	206,484	424,333	114,558	53,874	34,964	80,124	173,920	47,511
Corn.... "	63,721	60,499	45,361	57,865	121,873	151,726	204,060	70,205	29,799	14,892	211,816	32,771
Peas.... "	138,784	118,331	94,546	143,088	195,832	282,685	297,474	180,514	29,242	72,451	91,805	17,757
Oats.... "	515,370	677,165	783,664	1,053,509	1,057,347	1,047,426	1,118,242	812,548	278,349	332,103	387,763	76,966
Barley.. "	26,577	40,361	36,201	40,365	44,295	31,296	30,342	25,749	5,910	7,771	7,772	19,366
Rye..... "	49,817	47,796	36,024	44,235	71,666	85,671	18,151	16,621	11,318	12,795	28,379	1,654
Flour...brls.	19,480	15,961	17,792	21,331	16,847	18,837	15,760	16,286	13,961	12,718	9,373	9,839
1899												
Wheat..bush.	20,634	18,450	23,233	18,967	100,573	324,958	200,770	170,261	247,203	156,817	98,872	50,318
Corn.... "	25,034	20,724	16,711	17,056	9,039	56,723	153,117	114,993	105,480	80,458	18,475	37,281
Peas.... "	17,283	21,874	23,799	41,158	44,042	109,059	72,492	43,083	32,687	123,903	160,871	33,198
Oats.... "	114,326	193,784	287,327	474,519	484,984	464,998	412,038	247,990	163,650	323,086	405,017	216,822
Barley.. "	3,952	8,724	7,303	6,894	13,551	11,688	15,362	16,771	17,902	114,081	134,456	31,503
Rye..... "	3,232	3,549	2,893	2,595	2,595	3,983	2,723	2,216	2,569	45,501	48,824	31,536
Flour...brls.	14,788	16,145	18,428	22,120	20,709	20,301	25,496	24,123	22,086	12,788	9,970	16,040

In Memoriam.

*List of Members of the Montreal
Board of Trade who died
during 1899-1900.*

JAS. BAYLIS	- -	- Died Jan. 2, 1899
FRANCIS SCHOLES	- -	- Died Feb. 24, 1899
EWEN McLENNAN	- -	- Died Mar. 25, 1899
JOHN MAGOR	- -	- Died Apr. 9, 1899
FRANK CAVERHILL	- -	- Died May 21, 1899
F. J. KENNEDY	- -	- Died May 25, 1899
W. R. OSWALD	- -	- Died June 3, 1899
J. PENFOLD	- -	- Died July 3, 1899
W. J. NELSON	- -	- Died July 7, 1899
JAS. JOHNSTON	- -	- Died July 14, 1899
D Z. BESSETTE	- -	- Died Sept. 4, 1899
JNO. E. SCHULTZE	- -	- Died Sept. 9, 1899
J. C. WILSON	- -	- Died Oct. 8, 1899
A. E. TREW	- -	- Died Nov. 4, 1899
D. G. THOMSON	- -	- Died Nov. 5, 1899
ROBT. LINTON	- -	- Died Nov. 15, 1899
WALTER BLUE	- -	- Died Nov. 20, 1899
HUGH McLENNAN	- -	- Died Nov. 21, 1899
JOHN STIRLING	- -	- Died Dec. 6, 1899
FRED NASH	- -	- Died Dec. 7, 1899
WALTER SHANLY	- -	- Died Dec. 16, 1899
HENRY MACARTNEY	- -	- Died Dec. 21, 1899
J. HY. SMITH,		who sailed from Portland in April, on the S.S. Arona, which was never again heard of.
J. H. ROUTH	- -	- Died Jan. 4, 1900
W. W. OGILVIE	- -	- Died Jan. 12, 1900

MONTREAL BOARD OF TRADE

OFFICE-BEARERS AND MEMBERS FOR 1892.

PRESIDENT: CHAS. F. SMITH.
1st VICE-PRES.: ROBERT MACKAY.
2nd VICE-PRES.: HENRY MILES.
TREASURER: FRED. W. EVANS.

COUNCIL.

C. ERNEST GAULT.	R. W. MACDOUGALL.
THOS. HARLING.	JAS. MCBRIDE.
ARTHUR J. HODGSON.	WM. MCMASTER.
JAS. W. KNOX.	M. J. A. PRENDERGAST.
H. LAPORTE.	DAVID ROBERTSON.
JOHN MACFARLANE.	HON. J. K. WARD.

BOARD OF ARBITRATION.

ROBT. ARCHER.	E. B. GREENSHIELDS.	CHAS. MCLEAN.
ROBT. BICKERDIKE.	CHAS. P. HEBERT.	W. W. OGILVIE.
JAMES CRATHERN.	EDGAR JUDGE.	ADAM G. THOMSON.
A. F. GAULT.	JNO. MCKERGOW.	DAVID WATSON.

SECRETARY: GEO. HADRILL.
ASSISTANT-SECRETARY: J. STANLEY COOK.

LIST OF MEMBERS.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Adam R. C.	Union Cold Storage Co.	Confectioners	45 Metcalfe street.
Aird, Wm. D.	Chas. Alexander & Sons	Butter, Cheese and Grain.	Cor Wellington and Young streets.
Alexander, Jas.	H. & A. Allan	S.S. Agents	27,9 St. James street.
Allan, Andrew A.	H. & A. Allan	S.S. Agents	600 St. Paul street.
Allan, Bryce J.	H. & A. Allan	S.S. Agents	55 Common street.
Allan, Hugh A.	H. & A. Allan	S.S. Agents	55 Common street.
Allan, H. Montagu.	H. & A. Allan	S.S. Agents	Boston, Mass.
Allan, R. A. S.	Robt. Allan & Co	Produce	55 Common street.
Allen, James	British American Dyeing Co.	Agent, Armour & Co., Chicago	55 Common street.
Allen, Jos.	Wm. Sclater & Co. Ltd	Dyers	1 Place Royale.
Ames, Herbert B.	J. Burstall & Co.	Asbestos Manufacturers	5 Place Royale.
Anderson, D.	The Auld Mucilage Co.	Manager	221 McGill street.
Anderson, J. W.	North Am. Life Association	Manager	Y. M. C. A. Building.
Angus, R. B.	A. A. Ayer & Co	Butter & Cheese	112 Board of Trade Building
Angus, Wm.	A. A. Ayer & Co	Butter & Cheese	1709 Notre Dame street.
Archer, Robt.	A. A. Ayer & Co	Butter & Cheese	759 Craig street.
Ault, Chas.			P. O. Box 25.
Ayer, A. A.			180 St. James street.
Ayer, A. J.			576 St. Paul street.
			576 St. Paul street.
Bacon, F.	Bacon Bros	Manufacturers' Agents.	377 St. Paul street.
Bacon, Thos. P.	Bacon Bros	Manufacturers' Agents	377 St. Paul street.
Badenach, Thos	J. Rattray & Co	Cigar Manufacturers	84 St. Peter street.
Badgley, John C.		Coal Merchant	1761 Notre Dame street.
Baile, Andrew	Thomson S.S. Line.	Manager	69 McGill street.
Bailey, James	Dominion Oil Cloth Co.	Oil Cloth Manufacturers	23 St. Sacrament street.
Baillie, Jno.	Crane & Baird	Grain Shippers	858 St. Catherine street.
Baird, C. J.			54 St. Francois Xavier street.

Baird, Thos.....	.....	General Merchant.....	Orms town, Que.
Baker, Joel C.....	.....	Manager.....	43 St. Sacrament street.
Balfour, Geo. H.....	Union Bank of Canada.....	Secretary.....	1766 Notre Dame street.
Balfour, J. Hutton.....	Standard Life Ins. Co.....	Manager.....	157 St. James street.
Barbeau, Hy.....	City & District Savings Bank.....	Manufacturers' Agents.....	176 St. James street.
Barker, S.....	.....	Fruits.....	4209 Western avenue.
Barnard, H. A.....	Barnard & Holland.....	Wine Merchants.....	390 St. James street.
Barry, Rich. C.....	John Barry & Son.....	Accountant.....	Bonscours Market.
Batterbury, F. R.....	Batterbury & Jackson.....	President.....	219 Board of Trade Building.
Baumgarten, A.....	St. Lawrence Sugar Refining Co.....	Cotton and Threads.....	26 St. Sacrament street.
Baylis, Sam'l. M.....	.....	Produce.....	204 St. James street.
Beattie, Jno.....	The Central Agency.....	Commission.....	12 DeBresoles street.
Beaubien, L. de G.....	The Beaubien Prod. & M'g. Co.....	Manufacturers' Agent.....	Ville St. Louis.
Beaugrand, H.....	.....	Importers.....	49 Church street.
Bell, Joshua A.....	Bell, Simpson & Co.....	Merchants.....	472 St. Pau. street.
Bell, J. B.....	Andrews, Brill & Co.....	Printers.....	30 Hospital street.
Bellingham, Wm.....	.....	General Manager.....	London & Lancashire Building.
Benson, George F.....	W. T. Benson & Co.....	Live Stock and Insurance.....	34 Lemoine street.
Bentham, Wm.....	C. D. Proctor & Co.....	Manager.....	1746 Notre Dame street.
Berkeley, D.....	D. Bentley & Co.....	Lumber Merchants.....	81 Union avenue.
Bergevin, Dan.....	.....	Importers.....	12 Place d'Armes square.
Besette, D. Z.....	Mutual Reserve Fund Life Ass.....	Wholesale Grocers.....	14 B' Board of Trade Building.
Bickerdike, R.....	.....	Jewellers.....	Quebec, Que.
Bienvenu Tancrede.....	Banque Jacques Cartier.....	Wholesale Dry Goods.....	3 St. Peter street.
Killingsley, Fred.....	J. Birnstall & Co.....	Commission.....	18 St. Sacrament street.
Binks, C. H.....	C. H. Binks & Co.....	Manufacturers' Agents.....	Phillips Square.
Birks, Arthur.....	Birks, Corner & Co.....	President.....	22 St. John street.
Birks, Henry.....	Hy. Birks & Sons.....	Warehouscmcn, Brokers, &c.....	87 St. Peter street.
Black, Lewis S.....	.....	Wholesale Clothing.....	Canal Bank.
Blackader, C. H.....	Stevenson, Blackader & Co.....	Importers of Dry Goods.....	18 Common street.
Blackwell, K. W.....	Canada Switch & Spring Co. Ltd.....	Manager.....	Sherbrooke, Que.
Blacklock, W. M.....	Blacklock Bros.....	Importers.....	95 St. Francois Xavier street.
Blue, Walter.....	Walter Blue & Co.....	Importers.....	1720 Notre Dame street.
Boas, B. A.....	B. A. Boas & Co.....	Insurance Agent.....	338 St. Paul street.
Boas, Feodor.....	.....	Manufacturers of Boots and Shoes.....	1765 Notre Dame street.
Boger, C. A.....	Dominion Bank.....	Furriers.....	178 Inspector street.
Boivin, Leonard.....	Boivin, Wilson & Co.....	.....	City
Bolton, Richard.....	Montreal Loan & Mortgage Co.....	.....	229 St. James street.
Bond, Ed. L.....	.....	.....	.....
Booth, W.....	With J. & T. Bell.....	.....	.....
Bourdeau Gedeon.....	Rep. J. F. Harris of Chicago.....	.....	.....
Botterell, E. H.....	John Henderson & Co.....	.....	.....

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Boyd, W. E.			33 St. Nicholas street.
Bragg, Harry	Care Andrews, Bell & Co.		30 Hospital street.
Braidwood, Francis	Canada Jute Co.		17 St. Mar'in street.
Brainerd, Thos. C.	Hamilton Powder Co.	Secretary	103 St. Francois's Xavier street.
Brais, L. A.	Glover & Brais.	President	184 McGill street.
Brault, L.	Hudon, Hebert & Co.	Gents' Furnishings	22 DeBrosolles street.
Brennan, W. J.	W. & J. Sharples.	Wholesale Grocers	8 Place Royale.
Brice, A. J.		Lumber	12 St. Peter street.
Brice, E. A.		Butter and Cheese	24 St. Peter street.
Brock, Jeffrey G.	J. G. Brock & Co.	S.S. Agents	211 Commissioners street.
Brodie, H.	Brodie & Harvie.	Flour Merchants	10 and 12 Bleury street.
Brophy, Jas.	Brophy, Cains & Co.	Wholesale Dry Goods	23 St. Helen street.
Brophy, Thos.	Brophy, Cains & Co.	Wholesale Dry Goods	23 St. Helen street.
Brosseau, D. C.		Wholesale Grocers	1436 Notre Dame street.
Brown, Andrew A.	Agent McClary M'fg Co.		93 St. Peter street.
Brown, Thos. B.		General Manager	10 Bell Telephone Building.
Brown, W. H.	Royal Electric Co.	Founder	94 Queen street.
Brush, Geo. S.	Eagle Foundry.		34 King street.
Bryan, B. B.	F. G. Logan & Co.		Chicago, Ill.
Budden, H. A.	Canadian Pacific Railway Co.	General Freight Agent	1090 Dorchester street.
Bulling, W. B.			Windsor street Station.
Bulmer, H.		Lumber	52 Mackay street.
Bulmer, Jno. A.	John A. Bulmer & Co.		571 Dorchester street.
Buriland, Jeffrey H.	British American Bank Note Co.	President	824 Sherbrooke street.
Burland, Geo. B.	With E. L. Bond	Insurance Agent	7 Bleury street.
Burnett, W. A. W.	McKay Lining Co., Ltd.	Millers	30 St. Francois Xavier street.
Burns, W. A.	Bezzell Bros.		303 Board of Trade Building.
Buzzell, Enoch	Munderloh & Co.	Commission	Cowansville, Que.
Byrd, Chas.	Leonard Bros.	Fish	61 St. Sulpice street.
Byrne, D. J.			24 Foundling street.
Cains, Geo. L.	S. Greenshields, Son & Co.	Wholesale Dry Goods	2 St. Helen street.
Cairns, W.			33 St. Nicholas street.
Cameron, Duncan		City Weigher, Measurer and Gauger	27 St. Sacrament street.
Campbell, David	D. Campbell & Son	Warehousemen	46 Dalhousie street.
Campbell, David, jr.	D. Campbell & Son	Warehousemen	46 Dalhousie street.

Campbell David W.....	Elder, Dempster & Co.....	S.S. Agents.....	6 St. Sacramento street.
Campbell, Geo. A.....	.....	.....	P. O. Box 188 City.
Campbell, Jas. B.....	.....	Insurance.....	20 McTavish street.
Campbell Stewart.....	with E. L. Bond.....	Produce Merchants.....	30 St. Francois Xavier street.
Campbell, W. M.....	W. M. Campbell & Co.....	.....	20 Foundling street.
Can. Atl. Ry., per M. A.	.....	.....	.....
Overend.....	.....	.....	.....
Can. Bank of Commerce.	.....	.....	414 Board of Trade Building.
Can. For. & Export Co.	.....	Forwarders.....	Cor. St. James & St. Peter streets
Can. Pac. Ry., City Frt.	.....	.....	405 Board of Trade Building.
Office, S. P. Howard.	.....	.....	.....
Do. Foreign Frt. Office,	.....	.....	21 Board of Trade Building.
J. J. Corbett.....	.....	.....	.....
Cantlie, Geo. S.....	Canadian Pacific Railway.	.....	24 Board of Trade Building.
Cantlie, Jas. A.....	Jas. A. Cantlie & Co.....	.....	Windsor street Station.
Cantlie, Jas. A., Jr.....	With Lake of the Woods M'g Co	Canadian Woolens and Cottons..	431 Board of Trade Building.
Carruthers, Jas.....	Jas. Carruthers & Co.....	Grain Exporters.....	27 Board of Trade Building.
Carsley, W. F.....	Carsley, Sons & Co.....	Dry Goods.....	218 Board of Trade Building.
Carsley, S.....	Carsley, Sons & Co.....	Wholesale Grocers.....	113 St. Peter street.
Carter, Stewart J.....	Carter, Galbraith & Co.....	.....	113 St. Peter street.
Casey, Felix.....	.....	Leather.....	82 St. Peter street.
Cassils, Chas.....	.....	.....	26 Hutchison street.
Cassils, John.....	Shaw, Cassils & Co.....	.....	1760 Notre Dame street.
Cassils, John S.....	.....	.....	1798 Notre Dame street.
Caverhill, Frank.....	Caverhill, Learmont & Co	Wholesale Hardware.....	1760 Notre Dame street.
Caverhill, G.....	Caverhill & Kissonck	Impicers.....	89 St. Peter street.
Caverhill, Jno. B.....	Evans Bros.....	Coal.....	89 St. Peter street.
Cayford, Jas. H.....	.....	.....	31 St. Peter street.
Central Vermont Ry.....	D. Robertson & Co.....	Flour.....	267 St. James street.
Chatot, J. N.....	Canada Atlantic Ry.....	General Manager.....	138 St. James street.
Chamberlin E. J.....	Chapin Bros. & Co.....	.....	71 St. Peter street.
Chaplin, A.ired.....	L. Chaput, Fils & Cie.....	Importer.....	Ottawa, Ont.
Chaput, Chas.....	.....	.....	22 St. John street.
Childs, Geo. A.....	C. A. Chouillon & Co.....	Importers.....	2 DeBresoles street.
Chisholm, C. J.....	Ætina Life Insurance Co.....	Manager.....	New York Life Building.
Chouillon, T. A.....	H & A. Allan.....	.....	11 Hospital street.
Christmas, T. H.....	.....	.....	487 St. Paul street.
Clancy, J. R.....	.....	.....	126 St. James street.
Clark, Esmond L.....	.....	.....	55 Common street.
Cleghorn, Hy.....	.....	.....	20 St. Francois Xavier street.
Cleghorn, J. 2.....	.....	.....	267 St. James street.
Clendinneng, Wm.....	.....	.....	381 St. Paul street.
Clendinneng, Wm. J.....	.....	.....	489 St. Antoine street.
.....	Wm. Clendinneng & Son.....	Iron Founders.....	524 Craig str et.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Clouston, E. S.	Bank of Montreal.	Manager	109 St. James street.
Cochrane, Jas.	Jas. Cochrane & Co.	Wholesale Hardware	8 Place D'Armes. Hillhurst, Que.
Coghlin, E. J.	Conroy, Thomas.	Trader	432 St. Paul street.
Cook, A. E.	Eider, Dempster & Co.	S.S. Agents	165 Dalbousie street.
Cookson, S.	Kirkpatrick & Cookson.	Commission	6 St. Sacrament street.
Goon, H. J.	Bartlett-Frazier Co., Ltd.	Grain Exporters	22 William street.
Cooper, Jas.	Copland & Co.	Railway supplies	39 St. Sacrament street.
Copland, E. H.	Jas. Coristine & Co.	Importers	299 St. James street.
Coristine, Jas.	McArthur, Corneille & Co.	Furs	230 St. James street.
Corneille, Chas C.	John Gostigan & Co.	Paints, Oils, &c.	473 St. Paul street.
Costigan, John.	John Gostigan & Co.	Wood and Coal	312 St. Paul street.
Cottler, F. W.	Dobell, Beckett & Co.	Wood and Coal	2410 Notre Dame street.
Coughlin, C.	John McDougall	Lumber Merchants	1 Custom House Square.
Cowans, R.	R. Cox & Co.	M'rs of Engines and Car Wheels	43 St. Sacrament street.
Cox, Robt. M.	Millichamp, Coyle & Co.	Agents of Can. Woollens	574 William street.
Coyle, E. J.	Crane & Baird	Flour and Grain	209 Commissioners street.
Craig, E. F.	Crathern & Caverhill	Cattle Exporter	507 Board of Trade Building.
Crane, T. A.	Crathern & Caverhill	Grain Shippers	"F", Board of Trade Building.
Crathern, Jas.	Deputy Port Warden	Wholesale Hardware	54 St. Francois Xavier street.
Crawford, David.	James Carruthers & Co.	Chartered Accountant	12 Bell Telephone Building.
Crawford, Jno.	Canadian Bank of Commerce	P. O. Box 194	69 McGill College avenue.
Creak, Geo.	James Hutton & Co.	Toronto Bank Chambers.	
Crighton, Capt. Alex. T.	John Crowe & Co.	199 Commissioners street.	
Crofts, H. W.	Jas. Johnston & Co.	218 Board of Trade Building.	
Crombie, A. M.	Frs. Cundill & Co.	189 St. James street.	
Crowdy, Geo. J.	W. & F. P. Currie & Co.	322 Board of Trade Bldg.	
Grove, John.	Bruneau, Currie & Co.	Board of Trade Building.	
Cunning, A. C.		26 St. Helen street.	
Cundill, Francis.		211 Board of Trade Building.	
Cunningham, Chas. H.		30 Hospital street.	
Cunningham, Wm.		"D" Board of Trade Building.	
Currie, F. P.		134 McGill street.	
Currie, Jas.		Flour, Feed and Produce	10 Foundling street.

Currie, Wm.....	W. & F. P. Currie & Co.	Importers	134 McGill street.
Cushing, Thos.....	Montreal Brewing Co. Ltd.	President	1334 Notre Dame street.
Cuttle, Jas. A.	Montreal Transportation Co.	Manager	14 Place Royale.
Dalrymple, Jas.....	.....	Produce Merchant	594 St. Paul street.
Darrell, 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 Co., Ltd.	Leather Merchants	12 St. Helen street.
Davis, M.....	.....	Customs Broker.....	1 Port street.
Davis, Maurice E.....	S. Davis & Sons.....	Cigar Manufacturers	Victoria Square.
Davis, Mortimer B.....	S. Davis & Sons.....	Cigar Manufacturers	Victoria Square.
Davis, M. H.....	S. Davis & Sons.....	Cigar Manufacturers	Victoria Square.
Dawes, J. P.....	Dawes & Co.	Brewers.....	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, H. A. ....	.....	.....	9 Place d'Armes.
DeSola, C. I.....	Belgian Syndicate	General Manager.....	180 St. James street.
Dillon, John .....	.....	.....	128 Mackay street.
Dillon, J. St. G.....	Bellhouse, Dillon & Co.	Chemicals.....	30 St. Francois Xavier street
Dobell, Hy.....	Ily, Dobell & Co.	Importers.....	19 St. Sacrament street.
Dobell, W. M.....	Dobell, Beckett & Co.	Lumber Merchants	1 Place Royale.
Donnelly, John T.....	John T. Donnelly & Co.	Dry Goods and Commission M'is.	20 Lemoine street.
Dougall, C. H.....	.....	Manufacturers' Agent	44 St. John street.
Dougall, Jas. S. N.....	McCaskill, Dougall & Co.	Manufacturers' Agents	30 St. John street.
Dougall, J. R.....	John Dougall & Son.....	Printers	672 Craig street.
Dowker, L. R.....	Dowker, L. R.....	Wholesale Leather	70 St. Peter street.
Drake, Walter.....	.....	.....	61 St. Gabriel street.
Drummond, Hon. G. A.	Canada Sugar Refining Co.	President.....	39 St. Francois Xavier street.
Drummond, Geo. E.....	Drummond, McGill & Co.	Iron Merchants.....	Canada Life Building.
Drummond, H. R.....	Gumberland R'way & Coal Co.	Secretary-Treasurer.....	107 St. James street.
Drummond, M.....	Canada Sugar Refining Co. ....	.....	39 St. Francois Xavier street.
Drummond, Thos. J.....	Drummond, McGill & Co.	Iron Merchants.....	Canada Life Building.
Drysdale, Wm.....	The W. Drysdale Co. Ltd.	Publishers, &c	282 Richelieu street.
Ducharme, G. N.....	.....	.....	293 St. Paul street.
Duchesneau, Jos.....	Duchesneau, Duchesneau & Cie.	Dry Goods .....	.....

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Duckett, Frank.....	Duckett, Hodge & Co.....	Exporters of Butter and Cheese.....	55 William street.
Duff, J. M. M.....	.....	Accountant.....	Room 52 Imperial Building.
Duffy, J. J.....	.....	Coffee and Spice Merchant.....	375 St. Paul street.
Dufresne, C. A.....	O. Dufresne, jr., & Frère.....	Lumber Merchants.....	2388 Notre Dame street.
Dufresne, Ovide, jr.....	O. Dufresne, jr., & Frère.....	Lumber Merchants.....	2388 Notre Dame street.
Dunlop, A. F.....	.....	Architect.....	Temple Building.
Dunlop, Graham C.....	.....	Stock Broker.....	6 St. Sacrament street.
Dupuis, J. O.....	.....	Inspector.....	1709 Notre Dame street.
Durnford, A. D.....	.....	.....	Molsons Bank.
Duverger, Henri.....	Montreal Weaving Co.....	.....	595 Clark avenue, Ville St. Louis.
Eaves Alfred.....	.....	Jeweller.....	1679 Notre Dame street.
Ecroyd, Thomas.....	.....	Tanner.....	503 St. Paul street.
Ekers, H. A.....	.....	Brewer.....	409 St. Lawrence street.
Esdaile, C. R.....	Wight & Esdaile.....	Grain and Freight Brokers.....	318 Board of Trade Building.
Espin, George.....	G. & J. Espin.....	Lumber.....	126 Duke street.
Evans, Alf. B.....	.....	Wholesale Druggists.....	39-45 St. Jean-Baptiste street.
Evans, F. W.....	Evans & Sons, Ltd.....	Insurance Agents.....	Cor. Notre Dame & St Frs. Xavier Sis.
Evans W. H. rbert.....	Evans & Johnson.....	Coal Merchants.....	267 St James street.
Ewing, A. S.....	.....	Coffe and Spices.....	55 Cote street.
Ewing, S. H.....	S. H. & A. S. Ewing.....	Coffe and Spices.....	27 St. Sacrament street.
Ewing, S. W.....	S. H. Ewing & Sons.....	Coffe and Spices.....	27 St. Sacrament street.
Ewing, Wm.....	Wm. Ewing & Co.....	Seed Merchants.....	142 McGill street.
Farquharson, John.....	The Montreal Biscuit Co.....	Biscuit Manufacturers.....	84 McGill street.
Farrell, M. J.....	.....	Cheese Merchant.....	314 Board of Trade Building.
Farrell, William.....	.....	Wines and Spirits.....	420 St. Paul street.
Fetherstonbaugh, E.C.B.....	S. Greenshields, Son & Co.....	Wholesale Dry Goods.....	2 St. Helen street.
Ferguson, D.....	J. S. & D. Ferguson.....	Commission Agents.....	13 Hospital street.
Ferguson, John S.....	J. S. & D. Ferguson.....	Commission Agents.....	13 Hospital street.
Ferus, P. W.....	Peter Ferns & Son.....	Stevedores.....	423 St. Denis street.
Fitchburg R.R.....	.....	.....	416 Board of Trade Building.
Foley, M. S.....	"The Journal of Commerce".....	Printer and Publisher.....	171 St. James street.

Forde, Thos.....			
Forget, L. J.....	L. J. Forget & Co.....	Builder.....	277 Bleury street.
Forget, R.....	L. J. Forget & Co.....	Stock Brokers.....	1715 Notre Dame street.
Forman, J.no.....		Stock Brokers.....	1715 Notre Dame street.
Fortier, J. M.....		Cigar Manufacturer.....	644 Craig street.
Foster, F. S.....	The Watson, Foster Co., Ltd.....	Manufacturers of Wall Paper.....	149 St. Maurice street.
Fowler Fred.....		Produce Exporter.....	Ontario street.
Fraser, A. D.....	Fraser, Viger & Co.....	Grocers and Wine Merchants.....	584 St. Paul street.
Fraser, D. Torrance.....		Accountant.....	209 St. James street.
Fraser, Donald.....	S. Greenshields, Son & Co.....	Commission.....	504 Board of Trade Building
Fraser, George B.....		Wholesale Dry Goods.....	423 Board of Trade Building.
Fraser, John.....	Johnston Line.....	Manufacturers' Agent.....	2 St. Helen street.
Fraser, N. J.....		Manager.....	43 St. Sacrament street.
Furness, Withly & Co. Ltd.....		Scales.....	Board of Trade Building.
Fyfe, James.....	Merchants Bank of Canada.....	Joint Manager.....	2 St. Sacrament street.
Fyvie, Thos.....			496 St. Paul street.
			95 St. James street.
Gagnon, A. E.....	Wili, W. W. Ogilvie.....	Miller.....	Cor. Port and Foundling streets.
Galibert, Emile.....	Calixte Galibert & Son.....	Hides and Wools.....	929 St. Catherine street.
Gardner, Jas.....	Hodgson, Sumner & Co.....	Wholesale Dry Goods.....	347 St. Paul street.
Gardner, R.....	R. Gardner & Son.....	Novely Iron Works.....	40 Nazareth street.
Gardner, W. S.....	Machinery Supply Association.....	Manager.....	401 Board of Trade Building.
Garratt, Robt. A.....		Manufacturers.....	113 Hutchison street.
Garth, Charles.....		Manufacturers.....	Windsor Hotel.
Garth, Henry W.....	Garth & Co.....	Manufacturers.....	536 Craig street.
Garth, John H.....	Garth & Co.....	Wholesale Dry Goods.....	83 Commissioners street.
Gaucher, G. G.....	Gault Bros. Co. Ltd.....	Insurance Broker.....	21 St. Helen street.
Gault, A. F.....	Gault Pros. Co. Ltd.....	Wholesale Dry Goods.....	1740 Notre Dame street.
Gault, C. E.....	Mark Fisher, Sons & Co.....	Woolens, &c.....	21 St. Helen street.
Gault, Leslie H.....		Steamship Agents.....	Cor. Victoria Square and Craig street
Gaunt, R. L.....	R. Reford Co., Ltd.....	Wholesale Grocers.....	St. Francois Xavier street.
"Gazette".....	L. Chaput, Fils & Cie.....	Wholesale Grocers.....	25 St. Sacrament street.
Gear, Wm. I.....	The Gilbert Blast'g & D'd'g Co.....	General Merchants.....	2 De Bresoles street.
Geoffrion, L. E.....	Gill-espics & Co.....	Coffee Manufacturers.....	404 Board of Trade Building.
Gilbert, P. H.....	Chase & Sanborn.....	Grain Exporter.....	12 St. Sacrament street.
Gillespies, J. A.....	Gilmour Bros. & Co.....		435 St. Paul street.
Gillmor, Daniel.....			485 St. Paul street.
Gilmour, W. B.....			22 St. John street.
Girard, Auguste.....			

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Girard, P. M.	Girard & Labonté	Commission	14 William street.
Gnaedinger, E. W.	L. Gnaedinger, Son & Co.	Wholesale Hatters and Furriers	94 St. Peter street.
Goode, John B.		Hardware Agent	317 Board of Trade Building.
Goodhugh, W. G.	W. S. Goodhugh & Co.	General Merchants	207 Board of Trade Building.
Goodhugh, W. S.	W. S. Goodhugh & Co.		207 Board of Trade Building.
Gordon, James R.	John Gordon & Son.		17 DeBresoles.
Gould, O. M.			140 Laval ave.
Grafton, F. B.	F. E. Grafton & Sons.	Stationers	250 St. James street.
Graham, A. F.		Grocer	2448 St. Catherine street.
Graham, Geo.			2448 St. Catherine street.
Graham, Hugh.		Publishers	163 St. James street
Graham & Co.			Chaboillez square.
Grand Trunk Railway	Grand Trunk Railway	Local Freight Agent	12 Board of Trade Building.
Grand Trunk Railway	Grand Trunk Railway	Foreign Freight Agent	120 St. Etienne street.
Grand Trunk Railway	Grand Trunk Railway	General Freight Agent	12 Board of Trade Building.
Grand Trunk Railway	Grand Trunk Railway	Eastern District Freight Agent	12 Board of Trade Building.
Grange, H. P.		Fancy Goods	Coteau Landing.
Granger, F. J.	Granger Frères	Butter and Cheese	1699 Notre Dame street.
Grant, A. W.			37 William street.
Grant, O. H. A.	Montreal Watch Case Co.	Watch Case Manufacturers	12 Street Railway Chambers.
Grant, John G.		Stock Broker and Auditor	22 St. John street.
Gravel, J. O.		Secretary-Treasurer	333 St. Paul street.
Greene, E. K., jr.	Canadian Rubber Co.	Wholesale Furs	517 St. Paul street.
Greene, Geo. A.	Greene, Sons & Co.	Wholesale Furs	517 St. Paul street.
Greenshields, Edw. B.	S. Greenshields, Son & Co.	Wholesale Dry Goods	2 St. Helen street.
Grenier, Jacques	Jacques Grenier & Co.	Wholesale Dry Goods	292 St. Paul street.
Griffith, John J.	Miller & Griffith.	Accountants	Sherbrooke, Que.
Gurd, Charles	Chas. Gurd & Co.	Aerated Waters	45 Jurons street.
Hadrill, Alf. W.	Can. Fire Underwriters' Assn.	Secretary	424 Board of Trade Building.
Hagar, John T.	J. & T. Bell	Boots and Shoes	178 Inspector street.
Hague, Geo.	Merchants Bank of Canada	Joint Manager	95 St. James street.
Hains, John McD.		Accountant	43 St. Sacramento street.

Zamilton, Alex.....	M. McKenzie & Co.....	Importers.....	4 Grey Nun street.
Hammill, Jno.....	with James McCready & Co.....	Boots and Shoes.....	10 St. Peter street.
Hampson, Harold.....	Robt. Hampson & Son.....	Insurance.....	39 St. Sacrament street.
Hampson, R.....	Robt. Hampson & Son.....	Insurance.....	39 St. Sacrament street.
Hanna, George H.....	Montreal Warehousing Co.....	Warehousing.....	234 Wellington street.
Hannan, M.....	Hanson Bros.....	Financial Agents.....	94 Foundling street.
Hanson, Edwin.....	Greening Wire Co.....	Wire Goods.....	Canada Life Building.
Hanson, Jos. H.....	Hanson Bros.....	Financial Agents.....	422 St. Paul street.
Hanson, Wm.....	Hudson Bay Co.....	Secretary Sub-Committee.....	Canada Life Building.
Hardisty, Joseph.....	E. B. Eddy Co., Ltd.....	Manager.....	418 Board of Trade.
Hardisty, Jno. A.....	Fred. Leyland & Co.....	Shipping.....	1 O. Box 375.
Harling, Thos.....	Witness.....	Insurance Broker.....	309 Board of Trade Building.
Harper, Jas.....	with E. L. Bond.....	Wholesale Fruits.....	30 St. Francois Xavier street.
Hart, C. T.....	Hart & Tuckwell.....	Chemist.....	1780 Notre Dame street.
Hart, Frank J.....	.....	Coal.....	222 St. James street.
Harte, James A.....	.....	Flour Merchants.....	10-12 Bleury street.
Hart, Geo. F.....	.....	Manager.....	27 Board of Trade Building.
Harvie, R.....	Brodie & Harvie.....	Fish and Canned Goods.....	18 Bonsecours street.
Hastings, W. A.....	Lake of the Woods Milling Co.....	General Manager.....	130 St. Etienne street.
Hatton, D.....	D. Hatton & Co.....	Superintendent of Branches.....	181 St. James street.
Hays, Charles M.....	Grand Trunk Railway Co.....	Wholesale Grocers.....	85 St. James street.
Heaton, E. P.....	Guardian Fire and Life Ass. Co.....	Wholesale Grocers.....	41 St. Sulpice street.
Hebden, Edward F.....	Merchants Bank of Canada.....	Wholesale Grocers.....	41 St. Sulpice street.
Hébert, Albert.....	Hudon, Hébert & Cie.....	Hardware.....	297 St. Paul street.
Hébert, Charles P.....	Hudon, Hébert & Cie.....	Wholesale Grocers.....	41 St. Sulpice street.
Hébert, L. H.....	Hudon, Hébert & Cie.....	Jeweller.....	255 St. James street.
Hébert, Zéphirin.....	Hudon, Hébert & Cie.....	Dry Goods.....	323 St. James street.
Hensley, R.....	R. Henderson & Co.....	Wholesale Mfrs. Carriages, etc.....	337 St. Paul street.
Henderson, R.....	E. N. Heney & Co.....	Purchasing gent.....	Windsor Station.
Heny, Edw. N.....	Can. Pacific Railway.....	Commission.....	34 Street Ry. Chambers.
Henry, A. C.....	.....	Mfrs. of Iron Nails, etc.....	141 St. James street.
Henshaw, Fred. C.....	.....	Insurance.....	520 Board of Trade Building.
Henshaw, F. W.....	.....	.....	14 Place d'Armes.
"Herald".....	Pillow, Hersey Mfg. Co., Ltd.....	.....	90 Mackay street.
Hersey, Randolph.....	Hiam, Thos.....	Varnishes, Paints, Oils, etc.....	30 St. Francois Xavier street.
Hiam, Thos.....	Hickey, J. N.....	Warehouseman.....	13 St. John street.
Hickey, J. N.....	Higginson, A. G.....	.....	48 William street.
Higginson, A. G.....	Higginson, Alex. T.....	Produce Commission Merchants.....	650 Craig street.
Hill, J. W.....	Manufacturers' Agent.....	.....	235 Commissioners street.
Hird, Samuel.....	Hislop, D. S.....	.....	240 McGill street.
Hislop, D. S.....	Hisco, D. S.....	.....
Hocor, D.....	Thos. May & Co.....	.....

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Hodge, Geo.	Duckett, Hodge & Co.	Produce Merchants	55 William street.
Hodgson, Arthur J.	Hodgson Bros.	Produce Merchants	67 William street.
Hodgson, Henry.	Hodgson Bros.	Produce Merchants	67 William street.
Hodgson, Jonathan.	Hodgson, Sumner & Co.	Dry Goods, Small wares, etc.	349 St. Paul street.
Hodgson, Thos. E.	Hodgson, Sumner & Co.	Dry Goods, Small wares, etc.	349 St. Paul street.
Hogan, Henry	St. Lawrence Hall	Proprietor	139 St. James street.
Hogg, W. I.	The Ames, Holden Co., Ltd.	President.	47 St. Francois Xavier street.
Hollen, J. C.	Winn & Holland	General Merchants	43 Victoria square.
Holland, Philip H.	Wm. Dow & Co.	Brewers	49 St. Francois Xavier street.
Hooper, Angus W.	Wm. Dow & Co.	Brewers, etc.	2056 Notre Dame street.
Hooper, Geo. R.	Wm. Dow & Co.	Brewers, etc.	2056 Notre Dame street.
Hopper, R. T.	R. T. Hopper & Co.	Asbestos, Phosphates, etc.	Canada Life Building.
Hosmer, O. R.	Can. Pac. Telegraph Co.	Manager	4 Hospital street.
How, Thos. F.	Bank of Toronto	Manager	262 St. James street.
Howell, A. W. D.	Biophy, Cains & Co.	Wholesale Dry Goods	23 St. Helen street.
Hudson, Albert.	Hudson & Orsali.	Wholesale Grocers	278 St. Paul street.
Hughes, H. H. F.	F. Hughes & Co.	Wholesale Grocers	34 St. Peter street.
Hughes, J. W.		Plumbing, etc.	2 St. Antoine street.
Hugill, J. H.		Commission Merchant	16 Board of Trade Building.
Hunsicker, J. E.		Grain, etc.	22 Foundling street.
Hurtubise, A. L.	A. L. Hurtubise & Co.		43 Jacques Cartier Square.
Hutchins, Wm.		Accountants	London, Ont.
Hyde, Geo.	McIntosh & Hyde		157 St. James street.
Inglis, James		Merchant	8 Place Royale.
Intercolonial Ry., per Jas. Hardwell			113 Board of Trade Bldding.
Ironside Robert.	Gordon & Ironside	Live Stock	Hochelaga Stock Yards.
Ives, H. R.	H. R. Ives & Co.	Hardware Mfrs. and Founders	117 Queen street.

Jaques, C. A.....	Geo. E. Jaques & Co.....	Forwarders.....	209 Common street.
Jacques, E. S.....	Northern Elevator Co.....	Varnishes, Paints, Oils, etc.....	115 Board of Trade Building.
Jamieson, R. C.....	R. C. Jamieson & Co.....	Manufacturing Chemists.....	13 St. John street.
Johnson, Chas. M.....	Wells and Richardson Co.....	Insurance.....	200 Mountain street.
Johnson, Chas. R. G.....	Evans & Johnson.....	Local Director.....	Cor St. Frs. Xavier and Notre Dame sts.
Johnston, H. J.....	Confederation Life Association.....	S. S. Agents.....	Board of Trade Building.
Johnston, H. G.....	Johnston S.S. Line.....	Wholesale Dry Goods.....	Board of Trade Building.
Johnston, Wm.....	Johnston S.S. Line.....	Flavoring Extracts and Grocers.....	26 St. Helen street.
Johnston, W. Stewart.....	Johnston S.S. Line.....	Importers.....	189 St. Paul street.
Jonas, Henri.....	James Johnston & Co.....	Real Estate Agents.....	16 St. Sacrament street.
Jones, J. H.....	Henri Jonas & Co.....	Real Estate Agents.....	16 St. Sacrament street.
Joseph, Hy.....	J. H. Jones & Co.....	Confectioner.....	868 Dorchester street.
Joseph, Horace.....	H. Joseph & Co.....	Flour and Grain.....	Phillips square.
Joseph, J. H.....	H. Joseph & Co.....	Manager.....	512 Board of Trade Building.
Joyce, Alfred.....	.....	Insurance Agent.....	Cor Seminary and Basin sts.
Judge, Edgar.....	.....	Civil Engineer.....	117 St. François Xavier street.
Kavanagh, J. P.....	Ogdensburg Coal & Towing Co.....	Steamship Agents.....	57 Common street.
Kavanagh, Walter.....	Harbor Commissioners.....	Manager.....	Board of Trade Building.
Kennedy, John.....	McLean, Kennedy & Co.....	Accountants.....	130 St. James street.
Kennedy, Murray.....	Bank of Nova Scotia.....	Druggists.....	Banque du Peuple Building.
Kent, A. L.....	Kent & Turcotte.....	Manager.....	351 St. Paul street.
Kerry, W. S.....	Kerry, Watson & Co.....	Oils.....	Notre Dame street.
Kessen, R. B.....	Bank of Ottawa.....	Manufacturers.....	136 McGord street.
Killoran, John J.....	Imperial Oil Co., Ltd.....	Secretary.....	125 Board of Trade Building.
Kilpin, Geo. J.....	Warden King & Son.....	Importer Wines and Spirits.....	Magog House, Sherbrooke, Que.
King, James O.....	Montreal Transportation Co.....	Produce and Com. Merchants.....	637 Craig street.
Kinghorn, G. M.....	Montreal Rolling Mills Co.....	Coal Merchants.....	14 Place Royale.
Kinghorn, Jas. R.....	Kingman & Co.....	Wholesale Druggists.....	185 St. James street.
Kingman, Abner.....	.....	Commission.....	14 Place Royale.
Kingston, Fred.....	.....	.....	25 Hospital street.
Kinloch, Wm.....	.....	.....	160 Metcalfe street.
Kirkpatrick, J. J.....	.....	.....	22 William street.
Kissock, Wm.....	.....	.....	91 St. Peter street.
Knowles, W. M.....	.....	.....	204 St. James street.
Knox, James W.....	.....	.....	374 St. Paul street.
Kohl, G. A.....	B. & S. H. Thompson & Co.....	.....	26 St. Sulpice street.

LIST OF MEMBERS.—Continued

NAME.	FIRM.	BUSINESS.	ADDRESS.
Lebatt, Theo.	St. Lawrence Sugar Refining Co	Vice-President	26 St. Sacrament street.
Labbe, George H.	G. H. Labbé & Co.	Furniture Mfrs	346 Délorimier avenue.
Labelle, Gustave.			8 Dorchester street.
Labelle, Hospice.			223 Commissioners street.
Lacaille, Chas.	Charles Lacaille & Cie.	Grain Inspector	329 St. Paul street.
Laframboise, C. Arthur.			22 Victoria square.
Lain, James N.	Lain Packing & Prov. Co	Pork and Beef Packers	839 St. Catherine street.
Lain, John D.	Lain Packing & Prov. Co	Pork and Beef Packers	839 St. Catherine street.
Lain, Peter.	Lain Packing & Prov. Co.	Pork and Beef Packers	839 St. Catherine street.
Lalonde, Armand.	Boston & Maine Ry.	Can. Pass. & Ft. Agent	124 St. James.
Lalonde, Jos. T.	Lalonde & Desroches	Wholesale Grocers	210 St. Paul street.
Lamb, McDuff	Lamb's Market.	Butcher	23 Chaboillez street.
Lamb, Thos.			304 St. Paul street.
Lamontagne, H.	Hector Lamontagne & Co.	Leather	28 St. Monique street.
Lang, H. H.	The Lang Manufacturing Co.	Eisenuis and Confectionery	241 St. Paul street.
Langlois, Chas	Charles Langlois & Cie.	Produce Merchants	St. James street.
"La Patrie"			294 St. Paul street.
Lapierre, Z.	Z. Lapierre & Fils	Boot and Shoe Manufacturers.	72 St. Peter street.
Laporte, Hormidas.	Laporte, Martin & Co.	Wholesale Grocers	593 St. Lawrence street.
Larivière, Fred. C	Amiot, Lecours & Larivière	Hardware, &c.	220 Board of Trade Building.
Larmonth Fred. M.	Kelly & Larmonth.	Cashier	126 St. James street.
Lavers, A. H.	Etna Life Insurance Co.	Mining Brokers	339 St. Paul street.
Lavolette, D.	John L. Cassidy Company, Ltd	Crocery Importers	28 St. John street.
Law, David, Jr.	Law, Young & Co.	General Merchants	28 St. John street.
Law, Jas.	Law, Young & Co.	Liquidator	521 Board of Trade Building.
Law, Robt.	Greene, Sons & Co	Manufacturers	356 St. Antoine street.
Lawrence, W. V.	Davis & Lawrence Co., Ltd.	Wholesale Hardware	89 St. Peter street.
Learmont, Joseph B.	Caverhill, Learmont & Co.	Provisions	207 Commissioners street.
Lebel, J. P.	John Lee & Son.	Ship liners, etc	1763 Notre Dame street.
Lee, John	Sun Life Insurance Co.	Lumber	107 St. James street.
Lemay, E. H.	A. C. Leslie & Co	Manufacturers' Agents.	515 Board of Trade Building.
Leslie W. S.	Letourneau, Fils & Co.	Wholesale Hardware	259 St. Paul street.
Letourneau, C. H.	B. Levin & Co.	Wholesale Hats and Furs	491 St. Paul street.
Levin, B.	Lewis Bros. & Co.	Wholesale Hardware	30 St. Sulpice street.
Lewis, Fred. O.	G. Lewis & Co.	Importers	1886 Notre Dame street.
Lewis, G.			

Lewis, Lansing...	Caledonian Fire Insurance Co.	Manager	185 St. James street.
Lewis, W. F.	Mont. Cotton & Wool Waste Co		13 St. John street.
Lichenhein, Sam. E.	Acme Coffee & Spice Mills	Coffee and Spice	Common street.
Lifton, C. A.	Lighthound, Ralston & Co.	Wholesale Grocers	126 Queen street.
Lighthound, Geo.	London Assurance Corporation	Manager	13 St. John street.
Lilly, E. A.			1762 Notre Dame street.
Little, L. G.			Westmount.
Little, Wm.	Robert Linton & Co.	Wholesale Dry Goods	4193 Boulevard, Westmount.
Linton, R.	Lockerby Bros.	Wholesale Grocers	New York Life Building.
Lockerby, A. L.	Lockerby Bros.	Wholesale Grocers	Cor. St. Peter and St. Sacramento sts.
Lockerby, D. L.			Cor. St. Peter and St. Sacramento sts.
Lomer, Gerald	Henderson & Lovelace	Coal	43 St. Sacramento street.
Lovelace, E. M.	Loynachian & Scriver	Printers & Publishers	30 St. Lambert Hill.
Lovell, R. K.	John Lovell & Son	Produce	23 St. Nicholas street.
Loynachan, Donald H.	Loynachian & Scriver		321 Commissioners street.
Luke, S. M.	Joseph Luttrell & Co.	Manufacturers' Confectionery, etc.	Canada Life Building.
Luttrell, Jos.	Peter Lyall & Sons	Contractors.	680 Albert street
Lyall, Peter.	Lyman, Knox & Co.	Wholesale Druggists	88 King street.
Lyman, Chas.	Lyman, Knox & Co.	Wholesale Druggists	374 St. Paul street.
Lyman, Fred. G.	Lyman, Sons & Co.	Wholesale Druggists	374 St. Paul street.
Lyman, Henry H.	P. Daignault & Co.	Wholesale Druggists	380 St. Paul street.
Lyman, F. W.		Hay & Grain	64 Foundling street.
Magor, John	John Magor & Son	Produce	14 Hospital street.
Magor, John H.	Frank Magor & Co.	Manufacturers' Agents	16 St. John street.
Magor, Wm. A.	John Magor & Son	Produce	14 Hospital street.
Maundy, D.	Wilson & Mahaffy	Flour	506 Board of Trade Building.
Major, E. J.	Major Manufacturing Co.	Manager	140 St. Francois Xavier street.
Malone, J. C.			Three Rivers, Que.
Marceau, E. D.		Hay and Grain	294 St. Paul street.
Marriott, C.		Wholesale Teas	13 Beaver Hall Hill.
Marling, J. W.	Canada Life Assurance Co.	Marble and Granite Works	Cor. St. James and St. Peter streets.
Marsan, Wilfrid		Life Assurance	320 Kensington avenue.
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 Thos.	Martin Bros.	Millers	Mount Forest, Ont.
Mason, Hy.	"Trade Bulletin"	Publisher	"J", Board of Trade Building.
Masson, D.	D. Masson & Co.	Wholesale Grocers	326 St. Paul street.
Mathewson, J. A.	J. A. Mathewson & Co.	Wholesale Grocers	202 McGill street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Mathewson, S. J.	J. A. Mathewson & Co.	Wholesale Grocers	202 McGill street.
Mathewson, William B.	J. A. Mathewson & Co.	Wholesale Grocers	202 McGill street.
Mathieu, Aimé	Mathieu Frères	Wines	21 DeBresoles street.
Mathieu, Euclide	Mathieu Frères	Wines	21 DeBresoles street.
Mathews, A. C.	R. G. Dun & Co.	The Mercantile Agency	107 St. James street.
May, Frank	Lymburner & Mathews	Brass Founders	195 1/2 St. Catherine street.
May, Gustave C.	Thomas May & Co.	Wholesale Dry Goods	240 McGill street.
Meakins, Charles W.	Meakins & Co.	Wholesale Dry Goods	240 McGill street.
Meighen, F. Stephen	Lake of Woods Milling Co.	Brush Manufacturers	313 St. Paul street.
Meighen, Robert	Lake of Woods Milling Co.	Millers	27 Board of Trade Building.
Melady, J.	L. Coffee & Co.	Millers	27 Board of Trade Building.
Meldrum, Jas.	Meldrum Bros.	Coal	27 Board of Trade Building.
Meldrum, Wm.	William Meldrum & Co.	Coal	Toronto, Ont.
Meredith, H. V.	Bank of Montreal	Commission Merchants	32 Wellington street.
Meredith, J. S.	Merchants' Bank of Canada	Manager	29 Nazareth street.
Metcalfe, Hy D.	With Hy. D. Metcalfe	Local Manager	109 St. James street.
Metcalfe, L. M.	Michand Bros. & Co.	Grain Exporter	95 St. James street.
Michand, Alex.	Leeming, Miles & Co.	Grain Merchants	201 Board of Trade Building.
Miles, Henry	Robert Moat & Co.	Grain Merchants	201 Board of Trade Building.
Millar, William R.	Stock Brokers	Importers Druggists' Specialties	203 Board of Trade Building.
Millroy, John J.	Taylor	Stock Brokers	53 St. Sulpice street.
Mitchell, James M.	Real Estate	Tailor	12 Hospital street.
Mitchell, Jno	Molson Bank	Real Estate	2301 St. Catherine street.
Molson, H. Markland	J. H. R. Molson & Bro.	Accountant	214 St. James street.
Molson, J. T.	J. W. Molson & Co	Assistant Manager	43 St. Sacramento street.
Molson, J. W.	Estate Maeson	Ale and Porter	270 St. James street.
Moncel, G. N.	J. S. Bache & Co.	General Insurance Agents	1006 Notre Dame street.
Monk, C. D.	T. F. Moore & Co.	Manager	101 St. Francois Xavier street.
Montreal Elevating Co.	Henry Morgan & Co.	Stock Brokers	13 St. James street.
Moore, T. F.	Atlantic & Lake Superior Ry.	Coal and Wood	16 St. Sacramento street.
Morgan, James	Morin & Co.	Dry Goods, etc.	7 Place Royale.
Morgan, C. D.	D. Morrice, Sons & Co.	Dry Goods, etc.	424 Ambers street.
Morgan, E. A. D.		Dry Goods, etc.	St. Catherine street.
Morin, Charles A.		Agents	97 St. Catherine street.
Morin, L. E.		Agents	107 St. James street.
Morrice, D.		Agents	107 St. James street.
		Wholesale Dry Goods	1875 Notre Dame 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.	Standard Light & Power Co.	Mining Broker	Canada Life Building.
Morton, Chas.	N. K. Fairbanks Co., Ltd.	Manager	9 Chenneville street.
Mossman Alex.	E. W. Mudge & Co.	Lard Refiners	185 Wellington street.
Mudge, E. W.	D. A. McPherson & Co.	Dry Goods	5 St. Peter street.
Muir, J. M. C.	W. M. Muir & Son	Produce and Commission M'ch'ts	71 William street.
Muir, William E.	Munderloh & Co	Coal Merchants	300 Wellington street.
Munderloh, Hy	Stewart Munn & Co	Shipping and Com. Merchants	81 St. Sulpice street.
Munn, Stewart	Stewart Munn & Co.	Commission Merchants	412 Board of Trade Building.
Munn, William A.	Canada Paint Co	Commission Merchants	St. John's, Newfoundland.
Munro, Robt	Lyman, Knox & Co	Manager	572 William street.
Murray, John C.	W. W. & H. S. Mussen	Ship Liner	16 Board of Trade Building.
Mussell, Wm	The Gault Bros. Co., Ltd	Druggists	376 St Paul street.
Mussen, H. S.	Macintosh & Hyde	Dry Goods, Carpets, Oilcloth, etc.	1633 Notre Dame street.
Macartney, Hy	Mackay Bros	Wholesale Dry Goods	21 St. Helen street.
Macaulay, Robertson	Royal Insurance Co	Manager	1766 Notre Dame street.
Macaulay, Thomas B.	J. G. McKenzie & Co.	Secretary	1766 Notre Dame street.
Macdonald, Alex. E.	John Maclean & Co.	Tobacco Merchant	St. Johns, Que.
Macdonald, Sir Wm. C.	Bank of Montreal	Wholesale Dry Goods	1736 Notre Dame street.
Macdougall, R. W.	Alexander Macpherson & Son	Manager	21 St. Helen street.
Macfarlane, John	D. Torrance & Co.	Accountants	578 Craig street.
Macintosh, John	Alex. McArthur & Co.	Wholesale Dry Goods	157 St. James street.
Mackay, R.	Colin McArthur & Co.	Assistant Manager	1709 Notre Dame street.
Mackay W.	McArthur, Corneille & Co.	Wholesale Dry Goods	Place d'Armes square.
Mackenzie, J. W.	A. G. McBean & Co.	Wholesale Dry Goods	1225 Dorchester street.
Mackenzie, Hector.	George McBean & Son	Wholesale Dry Goods	381 St. Paul street.
Maclean, John	Vipond, McBride & Co.	Chief Inspector	232 McGill street.
Macnider, A.	Drummond, McCall & Co.	Hardware Merchants	109 St. James street.
Macpherson, Alex.	Petersen, Tite & Co.	Steamship Agents	McGill street.
Macpherson, D. M.	McCaskill, Dougall & Co.	Paper Mills	Lancaster, Ont.
Macpherson, W. M.		Wall-paper Manufacturers	Quebec, Que.
McArthur, Alex.		Paints, Oils, etc	6 Lemoine street.
McArthur, Colin		Produce	1030 Notre Dame street.
McArthur, D. J.		Wholesale Fruit	1030 Notre Dame street.
McArthur, James C.		Fruits	312 St. Paul street.
McBean, A. G.		Wholesale Merchants	509 Board of Trade Building.
McBride, Geo.		Manager	208 Board of Trade Building.
McBride, Jas		Varnishes, etc.	261 Commissioners street.
McBride, John T.			307 Board of Trade Building.
McCall, James T.			Canada Life Building.
McCarthy T. R.			214 Board of Trade Building.
McCaskill, D. A.			30 St. John street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
McCormick, J. C.	Dominion Wire M'fg. Co.	Manufacturers	185 St. James street.
McCrory, P.	.....	Coal	173 Duke street.
McDonald, John.	.....	Accountant	107 St. James street.
McDougall, Alex.	Montreal Elevating Co.	Manager	7 Place Royale.
McDougall, Edgar.	Caledonian Iron Works.	.....	196 Seigneurs street.
McDougall, J. S.	Montreal Elevating Co.	.....	7 Place Royale.
McDougall, Thos.	Quebec Bank	Manager	New York Life Building.
McEvers, D.	.....	Stock Broker	11 St. Sacrament street.
McFarlane, C. H.	McFarlane, Son & Hodgson	Wholesale Stationers	636 Craig street.
McFarlane, David.	McFarlane, Son & Hodgson	Wholesale Stationers	636 Craig street.
McFee Alex.	Alex. McFee & Co.	Grain Exporters	Board of Trade Building.
McGill, J.	Canadian Rubber Co.	Manager	333 St. Paul street.
McGillis, A. D.	.....	Provision Merchant	596 St. Paul street.
McGregor, Jas.	Commercial Union Ass. Co., Ltd.	Manager	1731 Notre Dame street.
McGregor, J. F.	.....	.....	Alexandria, Ont.
McIntosh, Alex.	.....	Cattle Dealer	319 Victoria ave.
McIntosh, H. E.	Dowfer, McIntosh & Co.	Wholesale Leather	70 St. Peter street
McIntyre, Duncan	McIntyre, Son & Co.	Dry Goods	13 Victoria square.
McIntyre, Wm Cassils.	McIntyre, Son & Co.	Dry Goods	13 Victoria square.
McKay, George D.	John Murphy & Co.	Dry Goods	Cor. St. Catherine & Metcalfe streets.
McKay, W. Alex.	Merchant's Cotton Co.	.....	43 St. Sacrament street.
McKerzie Peter.	Hudson's Bay Co.	Confectioner	421 Board of Trade Building.
McKeown, James H.	.....	.....	370 St. Antoine street.
McKergow, John.	.....	Butter and Cheese	576 St. Paul street.
McLagan, P. W.	A. A. Ayer & Co.	Produce	12 St. Peter street.
McLaren, D. W.	J. C. McLaren Belting Co.	Leather Belting	292 St. James street.
McLaren, W. D.	.....	Baking Powder	583 St. Paul street.
McLea, John B.	J. & R. McLea.	General Merchants and S.S. Agents	25 Common street.
McLea, R. Paton	J. & R. McLea	General Merchants and S.S. Agents	25 Common street.
McLea, Chas.	McLean, Kennedy & Co.	S.S. Agents	Board of Trade Building.
McLennan, Bartlett	Montreal Transportation Co.	.....	14 Place Royale.
McLennan, Duncan	Montreal Transportation Co.	.....	Lancaster, Ont.
McLennan, Hugh.	.....	President	14 Place Royale.
McMahon, F. M.	A. Vogei & Co.	Master S'evadores	537 St. Paul street.
McMaster, John A.	Mills & McMaster	Manager	Westmount.
McMaster, Wm.	Montreal Rolling Mills Co.	.....	185 St. James street.
McMurtry, S. A.	With W. W. Ogilvie.	Miller	Corner Port and Foundling streets.

McNally, Geo	W. McNally & Co	Builders' Supplies	50 McGill street.
McNally, W	W. McNally & Co	Builders' Supplies	50 McGill street.
McNamee, F. B.	McNamee & Mann	General Contractors	107 St. James street.
McPherson, D. A.	D. A. McPherson & Co	Butter and Cheese	71 William street.
Nash, Fred .....	.....	Broker .....	.....
Nelles, J. Widmer	J. Widmer Nelles & Bro	Commission Merchants	30 Hospital street.
Nelles, R. Campbell	J. Widmer Nelles & Bro	Commission Merchants	303 St. James street.
Nelson, Albert D.	H. A. Nelson & Sons Co., Ltd.	Woodenware and Fancy Goods	303 St. James street.
Nelson, Fred. E.	H. A. Nelson & Sons Co., Ltd.	Woodenware and Fancy Goods	63 St. Peter street.
Nelson, Wm. J.	Intercolonial Coal Co	Secretary-Treasurer	63 St. Peter street.
Newman, Frank W.	W. & F. W. Newman & Co	Manufacturers' Agents	139 Commissioners street.
Nicholson, E. M.	Caverhill, Learmont & Co	Wholesale Hardware	185 St. James street.
Nivin, Wm.	The McArthur Bros. Co. Ltd.	Lumber Merchants	89 St. Peter street.
Nolan, W. H. ....	.....	Butter and Cheese	209 Commissioners street.
Norris, James S.	Jas. S. Norris & Co	Machinery, etc.	47 William street.
Notman, W. McF.	Wm. Notman & Son	Flour and Grain	298 St. James street.
.....	.....	Photographers	39 St. Sacramento street.
.....	.....	.....	14 Phillips square.
O'Brien, Jas. Hon. ....	.....	General Merchant	"H," Board of Trade Building.
O'Brien, R. A.	W. C. Bloomingdale & Co	Hay and Grain	Boston, Mass.
Ogilvie, Albert E.	With W. W. Ogilvie	Miller	Corner Port and Foundling streets.
Ogilvie, W. W. ....	.....	Miller	Corner Port and Foundling streets.
Olds, Geo. ....	.....	Flour	1118 Sherbrooke Street.
Oliver, Walter R. ....	.....	Cheese Exporter	206 Board of Trade Building.
Orpe, John .....	.....	Grocers	43 William street.
Orsali, Alex.	Hudson & Orsali	Commission	278 St. Paul street.
Osgoode, G. N. D. ....	.....	Stock Brokers	15 Hospital street.
Oswald, W. R.	Oswald Bros.	Manufacturers	15 Hospital street.
Oxley, J. McDonald	The Faramel M'fg. Co. ....	.....	62 McGill street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Packard, L. H.	L. H. Packard Co.	Manufacturers	162 McGill street.
Page, G. Sewell	c/o Senator Paquet		Quebec.
Palmer, J. Wesley.	J. Palmer & Son	Importers	1747 Notre Dame street.
Parker, E. W.	Canada Sugar Refining Co.	Refiners	39 St. Francois Xavier 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	Sredden Co.	Railway Contractors	Cor. Notre Dame and St. Helen streets
Patrick, Joseph	The Wilson Co.	Coal & Wood	188 William street.
Paton, Thomas L.		Manufacturers' Agent	30 St. Francois Xavier street.
Pattison, John	John Duncin & Co.	Importers of Teas	450 St. Paul street.
Patton, Jas.	With W. W. Ouilvie.	Miller	Cor. Port and Foundling streets.
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	General Manager	Bell Telephone Building.
Peck, James H.	Peck, Benny & Co.	Manufacturers	320 Board of Trade Building.
Peck, T.	Peck, Benny & Co.	Manufacturers	320 Board of Trade Building.
Peddle, 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	406 Board of Trade Building.
Penfold, J.	Bank of British North America.	Manager	142 St. James street.
Penn, E. Goff.			315 Peel street.
Peverley, C.	Imperial Oil Co. Ltd.	Oils	127 Board of Trade Building.
Phelps, Geo. F.		Oysters, Game, Fish, etc.	56 Victoria square.
Philips, H. S.	N. Y. Cent. & Hud. Riv. R.R.	Agent	407 Board of Trade Building.
Phillips, C. S. J.	Morton, Phillips & Co.	Stationers	1755 Notre Dame street.
Pillow, J. A.	Pillow & Hersey Mfg Co.	Mrs. of Iron Rails, etc.	520 Board of Trade Building.
Pinder, John	John Pinder & Co.	Importers	301 Board of Trade Building.
Plow, George S.		Manufacturers' Agent	301 St. James street.
Porteous, C. E. L.		Manager	33 Montreal Street Ry. Building.
Powell, W. B.	G. N. W. Tel. Co.	Lumber	2 St. Sacrament street.
Power, Martin	Watson & Todd.	205 Commissioners street.	
Prefontaine, R.	Laurentian Water & Power Co.	President	1709 Notre Dame street.
Prendergast, M. J. A.	Banque d'Hochelega	Manager	107 St. James street.
Prescott Elevator Co.			Prescott, Ont.
"La Presse"			71 St. James street.

Prevost, Hector.....	Hector Provost & Co.....	Customs Brokers.....	36 Foundling street.
Proyse, George R.....	.....	Manufacturer.....	224 St. James street.
Putnam, H. L.....	.....	Real Estate.....	185 St. James street.
Pyke, James W.....	James W. Pyke & Co.....	Iron and Metal Merchants.....	35 St. Francois Xavier street
Quintal, Joseph.....	.....	Grain and Hay.....	508 Board of Trade Building.
Quintal, Joseph Ed... ..	N. Quintal & Fils.....	Whol sale Grocers.....	270 St. Paul street.
Racine, Alphonse.....	Alphonse Racine & Co.....	Wholesale Dry Goods.....	340 St. Paul street.
Rafferty, Patrick.....	Export Lumber Co.....	Manager.....	174 Notre Dame street.
Ramsay, Alex.....	A. Ramsay & Son.....	Paint Manufacturers.....	39 Recollet street.
Ramsay, W. M.....	Standard Life Insurance Co..	Manager.....	157 St. James street.
Ransom, H. H.....	T. W. Raphael & Co.....	Grain and Flour Merchants.....	18 Meibourne 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.
Redfern, J. H.....	Grand Trunk Ry. System.....	General Traffic Manager.....	39 St. Francois Xavier street
Reed, John J.....	Robert Reford Co., Ltd.....	Steamship Agents.....	77 St Francois Xavier street.
Reeve, Geo. B.....	Robert Reford Co., Ltd.....	Steamship Agents.....	130 St. Etienne street.
Reford, R.....	Wm. Reid & Son.....	Port Warden.....	23 St. Sacrament street.
Retford, R. W.....	Imperial Bank.....	Railway Contractor.....	23 St. Sacrament street.
Reid, Capt. Arch.....	Riddell & Common.....	Insurance.....	189 Commissioners street.
Reid, R. G.....	James J. Riley & Sons.....	Commission.....	28 Canada Life Building.
Reid, William.....	James J. Riley & Sons.....	Manager.....	30 St. John street.
Rendell, James E.....	James J. Riley & Sons.....	Auditors.....	305 Board of Trade Building.
Rich. & Ont. Nav. Co.....	James J. Riley & Sons.....	Land Surveyor.....	228 St. Paul street.
Richardson, Jno. A.....	Dominion Woollen M'fg. Co.....	New York Life Building.....	157 St. James street.
Ridelle, A. F.....	D. Robertson & Co.....	Insurance Brokers.....	22 St. John street
Rielle, Jos.....	.....	Insurance Brokers.....	204 Board of Trade Building.
Riley, John E.....	.....	Manufacturers.....	204 Board of Trade Building.
Riley, J. J.....	.....	Flour and Grain.....	City.
Riley, J. J. Jr.....	.....	Standard Building.....	Standard Building.
Robert, E. A.....	.....	71 St. Peter street.....	71 St. Peter street.
Robertson, Alex.....	.....	.....	.....
Robertson, David.....	.....	.....	.....

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Robertson, Duncan.....	Imperial Oil Co., Ltd.....	Oils.....	124 Board of Trade Building.
Robertson, G. Ross.....	G. Ross Robertson & Sons.....	Insurance Brokers.....	11 Hospital street.
Robertson, Farquhar.....	Austin & Robertson.....	Coal Merchant.....	65 McGill street.
Robertson, John.....	.....	Wholesale Stationers.....	343 St. Paul street.
Robertson, John A.....	Andrew Robertson & Sons.....	Manufacturers' Agents.....	523 Board of Trade Building.
Robertson, W. Frew.....	.....	Insurance Brokers.....	157 St. James street.
Robillard, Adolphe.....	.....	Insurance Broker.....	157 St. James street.
Robitaille, Joseph.....	.....	Produce.....	1661 Notre Dame street.
Robitaille, J. A.....	A. Robitaille & Co.....	Grocers.....	354 St. Paul street.
Rodger, James.....	The Gault Bros. Co., Ltd.....	Wholesale Dry Goods.....	21 St. Helen street.
Rolland, J. D.....	J. B. Rolland & Fils.....	Wholesale Stationers.....	6 St. Vincent street.
Ronald, J. R.....	Elder, Dempster & Co.....	Steamship Agents.....	6 St. Sacrament street.
Ronayne, E. P.....	Ronayne Bros.....	Boots & Shoes.....	2027 Notre Dame street.
Root, C. I.....	.....	.....	8 Rosemount ave., Westmount.
Rose, J. C.....	Rose & Laflamme.....	Manufacturers' Agents.....	400 St. Paul street.
Ross-Ross D.....	Montreal Telegraph Co.....	Secretary and Treasurer.....	4 St. Sacrament street.
Ross, A. F. C.....	P. S. Ross & Sons.....	Accountants.....	1766 Notre Dame street.
Ross, D. W.....	The D. W. Ross Co.....	Millers.....	514 Board of Trade Building.
Ross, Geo. D.....	Geo. D. Ross & Co.....	Commission Merchants.....	648 Craig street.
Ross, Hy. James.....	.....	Accountant.....	180 St. James street.
Ross, James G.....	P. S. Ross & Sons.....	Accountants.....	1766 Notre Dame street.
Ross, J. W.....	P. S. Ross & Sons.....	Accountants.....	1766 Notre Dame.
Ross, W. R.....	W. R. Ross & Co.....	Real Estate.....	22 St. John street.
Rothwell, Ed. E.....	Tellier, Rothwell & Co.....	Manufacturers.....	24 St. Dizier street.
Routh, F. A.....	Carbray, Routh & Co.....	Shipping and Coal.....	195 Commissioners street.
Routh, J. H.....	J. H. Routh & Son.....	Assurance Agents.....	Canada Life Building.
Russell, Hugh.....	.....	.....	185 St. James street.
Sadler, Geo. W.....	Sadler & Haworth.....	Leather Belting.....	Cor. William and Seigneurs streets
Samuel, Thos.....	Thos. Samuel & Son.....	Commission.....	8 St. Helen street.
Savage, Ed. J.....	Thompson Shoe Co.....	Boots and Shoes.....	712 1/2 Craig street.
Savage, J. G.....	Alf. Savage & Son.....	Oil Pressers, etc.....	168 McCord street.
Scheyer, Hermann S.....	Hermann S. Scheyer & Co.....	Importers and Manufacturers.....	461 St. Paul street.

Schlater, C. P.	Bell Telephone Co	Secretary Treasurer	1760 Notre Dame street.
Scholes, Francis	Canadian Rubber Co	Managing Director	333 St. Paul street.
Schultze, Ed.	Ed. Schultze, Son & Co.	Importers & Manufacturers' Agts.	166 McGill street.
Schultze, John E.	Ed. Schultze, Son & Co.	Importers & Manufacturers' Agts.	166 McGill street.
Scott, A. H.	Watt, Scott & Goodacre.	Importers	20 St. Francois Xavier street.
Scott, Henry C.	James Scott & Co	Stock Broker	87 St. Francois Xavier street.
Scott, Jas	A. A. Ayr & Co.	Grain and Hay	132 St. Antoine street.
Scott, Jno. H.	McKay Milling Co	Exporters Butter and Cheese	576 St. Paul street.
Scott, Wm.	Harbour Commissioners	Millers	Ottawa, Ont.
Seath, David	Robt. Seath & Son.	Secretary	57 Common street.
Seath, W.		Merchant Tailors	1817 Notre Dame street.
Shallow, F. D.	"Le Moniteur du Commerce"	Insurance Broker	Canada Life Building.
Shanly, Walter.	Canadian Pacific Ry	Proprietor	43 St. Gabriel street.
Shaw, Frank Ross	Jas. Shaw & Co.	Civil Engineer	139 St. James street.
Shearer, James		President	Windsor Station.
Shearer, James T.	The James Shearer Co	Grain and Produce	404 Board of Trade Building.
Shields T. F.	Yost & Co	Lumber	172 Shearer street.
Shorey, C. L.	H. Shorey & Co.	Saw and Planing Mills	172 Shearer street.
Shorey, S. O.	H. Shorey & Co	Cheese Exporters	586 St. Paul street.
Silverman, Simon	Silverman, Boulter & Co.	Clothing Manufacturers	1870 Notre Dame street.
Simms, Francis H.		Clothing Manufacturers	1870 Notre Dame street.
Simms Robert.		Wholesale Furrriers	495 St. Paul street.
Simpson, Geo. W.	Royal Insurance Co		43 St. Sacrament street.
Simpson, Geo. W.	Bell, Simpson & Co.	Stock Broker	1707 Notre Dame street.
Simpson, John	J. Gradock Simpson & Co.	Produce	30 St. John Street.
Simpson, J. Cradock	A. H. Sims & Co.	Real Estate	473 St. Paul street.
Sims, A. Haig		Shirts, Collars and Cuffs	181 St. James street.
Sinclair, Alex.	Elder, Dempster & Co	Forwarders	54 Latour street.
Sise, C. F.	Bell Telephone Co	SS. Agents	Cor. Grey Nun & Commissioners streets.
Slater, Geo. A.	Geo. T. Slater & Sons	President	6 St. Sacrament street.
Slessor, James.	James Johnston & Co.	Boots and Shoes	1760 Notre Dame street.
Slessor, Wm. P.	James Johnston & Co	Wholesale Dry Goods	Cor. Alexander and Juroirs streets.
Small, E. A.	E. A. Small & Co.	Wholesale Dry Goods	26 St. Helen street.
Smith, Chas. F.	James McCready & Co.	Manufacturers	26 St. Helen street.
Smith Frank W.	With Edward I. Bond.	Boot and Shoe Manufacturers.	8 Beaver Hall Hill.
Smith, G. F. C.	Lpl. & Lon. & Globe Ins. Co.	Agent	10 St. Peter street.
Smith, Geo. R.	Bell s Asbestos Co.	Manager.	30 St. Francois Xavier street.
Smith, J. Henry	J. L. Smith & Son.	Live Stock	16 Place d'Armes square.
Smith, J. Lionel		Flour	Theftford Mines, Que.
			"C" Board of Trade Building.
			1 Place Royale.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Smith, Lionel J.	J. L. Smith & Son	Flour	1 Place Royale.
Smith, M. R.	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. Oliver.			2 Place Royale.
Smith, Chas. E.	H. L. Smyth & Co.	Manufacturers' Agents.	645 Sherbrooke street.
Smyth, R. N.	H. L. Smyth & Co.	Manufacturers' Agents.	206 McGill street.
Snetsinger, J. G.	Acme Coffee and Spice Mills	Proprietor	206 McGill street.
Stancliffe, F.	British Empire Mut. Life Ins. Co.	General Manager	191 Seigneurs street.
Stanway, W.	Jno. Hope & Co.		1722 Notre Dame street.
"Star"			18 St. Alexis street.
Starke, Geo. R.	Dominion Transport Co.	Secretary	163 St. James street.
Stearns, I. H.			2 Place Royale.
Stearns, Seargent P.	Equitable Life Assurance Co.	Manager	27 Belmont street.
Stephens, W. Barclay.	Western Loan and Trust Co.	Manager	157 St. James street.
Stephens, G. W.		Advocate	13 St. Sacramento street.
Stevenson, Arch. W.		Accountant	1778 Notre Dame street.
Stevenson, J. Alex.	Montreal Carriage Leather Co.	Hides, Leather and Oils	260 St. James street.
Stevenson, K. R.	Stevenson & Blackader.	Dry Goods	20 Lemoine street.
Stewart, David	With Sir W. C. Macdonald	Tobacco Merchant	87 St. Peter street.
Stewart, Wm.	Kingston & Mont. Forward Co.	Forwarders	1736 Notre Dame street.
Stikeman, Harry.	Bank of British North America	General Manager	413 Board of Trade Building.
Stirling John	John Stirling Co.	Wholesale Dry Goods.	140 St. James street.
Strachan, James.		Baker.	313 St. Paul street.
Strachan, Wm.	Wm. Strachan & Co.	Soap Manufacturers	246 Avenue Hotel de Ville.
Strangman, Chas.	Canadian Breweries Ltd.	Brewers and Malsters.	40 St. Timothée street.
Strathcona and Mount Royal, Lord			Cor. DeLorimier ave. & Burnett street
Stroud, F. St. G.	Hudson's Bay Co.	Teas and Coffees.	420 Board of Trade Building.
Stroud, H. Wallace	W. D. Stroud & Sons	Teas and Coffees	33 St. Sacramento street.
St. Arnaud, L. N.	St. Arnaud & Clément	Produce.	33 St. Sacramento street.
Summer, Geo.	Hodgson, Sumner & Co.	Dry Goods	2 Foundling street.
Sutherland, Geo. A.	McKenna, Thompson & Co.	Clothers	349 St. Paul street.
Sutherland, James.	Verret, Stewart & Co.	Salt	St. James street.
			12 Port street.

Tasker, James	Jos. Ward & Co.	Accountant	180 St. James street.
Taylor, Chas. R.	.....	Produce	325 Commissioners street.
Taylor, Homer	.....	Commission	183 St. James street.
Taylor, James A.	.....	Railway Supplies	30 St. Francois Xavier street.
Tees, D. T.	.....	.....	180 St. James street.
Telfer, H. C.	Telfer & Climie	Importers	"G" Board of Trade Building.
Tellier, H. J.	Tellier, Rothwell & Co	Bankers and Brokers	180 Mill street.
Terroux, Tancrede D.	Garand, Terroux & Co	.....	24 St. Dizier street.
Thibaudeau, A. A.	Thibaudeau Bros. & Co.	Wholesale Dry Goods	3 Place d'Armes square.
Thom, James	Hamburg-Amer. Packet Co	Freight Manager	204 St. James street.
Thomas, F. Wolferstan.	The Moisons Bank	General Manager	332 St. Paul street.
Thompson, Edwin	The Thompson Shoe Co	Boots and Shoes	2 St. Sacrament street.
Thomson, Adam G.	Montreal Transportation Co.	Grain and Freight Broker	200 St. James street.
Thomson, D. G.	St. Lawrence Starch Co.	Grain and Freight Broker	712½ Craig street.
Thomson, Geo. A.	R. C. Jamieson & Co.	Paints and Oils	39 St. Sacrament street.
Thorneloe, R. C.	A. P. Tippet & Co.	Lumber	14 Place Royale.
Tippet, Arthur P.	Watson & Todd	Manufacturers' Agents	39 St. Sacrament street.
Todd, J. Watson.	Tooke Bros	SS. Agents	452 St. Paul street.
Tooke, Benjamin	David Torrance & Co.	SS. Agents	13 St. John street.
Torrance, John	David Torrance & Co.	Goal	30 St. Francois Xavier street.
Torrance, John, jr.	Torrance & Muir	Importers	205 Commissioners street.
Torrance, W. F.	P. D. Dods & Co.	Forwarders and Cartage Agents	20 St. Helen street.
Tougas, Kusébe	Shedden Co. Ltd.	Teas.	17 St. Sacrament street.
Tough, John	Hunt & Co.	Grocer	17 St. Sacrament street.
Trew, A. E.	.....	Financial Agent	1761 Notre Dame street.
Troutter, W. C.	W. J. Turpin & Co.	Stock Brokers	188 McGill street.
Turner, Richard	Northern Assurance Co.	Manager	Cor. St. Helen & Notre Dame streets.
Turnbull, John	.....	Provisions	4 St. John street.
Turpin, W. J.	Vipond, McBride & Co	Wholesale Fruits	St. Johns, Que.
Tyre, Robt. W.	.....	.....	601 Wellington street.
Vaillancourt, J. A.	.....	.....	1709 Notre Dame street.
Vipond, George	.....	.....	16 St. Sacrament street.
Wainwright, Wm.	Grand Trunk Ry. System.	Assistant General Manager	151 St. James street.
Wait, Geo. S.	Geo. Wait & Co.	Produce	333 Commissioners street.
Walbank, Wm. McLea.	Walker Bros.	Architect	261 Commissioners street.
Walker, Chas. J.	.....	Linens	130 St. Etienne street.
			59½ St. Paul street.
			214 St. James street.
			7 Victoria square.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Walker, John.....	Quebec Bank.....	Accountant.....	New York Life Building, 107 St. James street.
Walsh, A. G.....	Joseph Ward & Co.....	Insurance Agent.....	18 Rosemount ave., Westmount. 325 Commissioners street.
Ward, Hon. J. K.....	Wm. Ware & Sons.....	Grain, etc.....	10 St. Helen street. 417 Board of Trade Building.
Wardlaw, James H.....	Woolwell & Christmas.....	Leather.....	William street. London, Ont.
Ware, Richard.....	Imperial Oil Co.....	Exporters of Cheese.....	351 St. Paul street. Ontario street.
Ware, Wm. T.....	The Watson, Foster Co.....	Petroleum Refiners.....	39 St. Francois Xavier street. 173 St. Antoine street.
Waterman, Isaac.....	Canada Sugar Refining Co.....	Wholesale Druggists.....	55 Common street. City.
Watson, David.....	H. & A. Allan.....	Wall Paper Manufacturers.....	Cor. Craig and St. Frs. Xavier streets. Cor. Craig and St. Frs. Xavier streets
Watson, Hugh.....	"Gazette" Printing Co.....	Secretary.....	185 St. James street. 47 St. Maurice street.
Watt, Alexander.....	"Gazette" Printing Co.....	Baker.....	42 Shuter street. 36 St. Peter street.
Watt, D. A. P.....	E. A. Whitehead & Co.....	SS. Agents.....	318 Board of Trade Building. 318 Board of Trade Building.
Weir, William.....	Whitham Shoe Co. Ltd.....	Managing Director.....	281 Commissioners street. 4 Prince street.
White, Richard.....	Co-operative Wholesale Soc. Ltd.....	Insurance Agents.....	13 Hospital street. 111 Common street.
White, Smeaton.....	Wight & Esdaile.....	Mfrs. Boots and Shoes.....	642 Craig street. 700 Craig street.
Whitehead, E. A.....	Wight & Esdaile.....	Agent.....	1874 Notre Dame street. 215 Board of Trade Building.
Whitham, James.....	Wilson & Gillespie.....	Commission.....	12 De Bresoles street. Cor. Craig and St. Peter streets.
Whitney, John E. M.....	James Wilson & Co.....	Commission.....	170 McGill street. 315 Board of Trade Building.
Wieland, A. C.....	Thos. Robertson Co., Ltd.....	Commission.....	City.
Wight, Norman.....	J. C. Wilson & Co.....	Commission.....	1812 Notre Dame street.
Wight, R. E.....	Wilson, Paterson & Co.....	Commission.....	
Wilkins, Jno.....	The Central Agency.....	Commission.....	
Williamson, James.....	Hermann H. Wolff & Co.....	Commission.....	
Wilson, A. A.....	W. R. Wonham & Sons.....	Commission.....	
Wilson, James.....	Witness'.....	Commission.....	
Wilson, James R.....	Wilson, J. T.....	Commission.....	
Wilson, J. C.....	Wilson, Walter.....	Commission.....	
Wilson, J. H.....	Witness'.....	Commission.....	
Wilson, J. T.....	Witness'.....	Commission.....	
Wilson, Walter.....	Witness'.....	Commission.....	
Wolff, Hermann H.....	Witness'.....	Commission.....	
Wonham, W. R.....	Witness'.....	Commission.....	
Wyde, J. J.....	Witness'.....	Commission.....	
Young, Andrew.....	Shedden Co.....	Superintendent.....	

MONTREAL CORN EXCHANGE ASSOCIATION.

OFFICE BEARERS FOR 1899.

COMMITTEE OF MANAGEMENT.

PRESIDENT :—ALEX. MCFEE.

VICE-PRESIDENT :—E. F. CRAIG.

TREASURER :—BARTLETT MCLENNAN.

C. B. ESDAILE,
EDGAR JUDGE,
CHAS. MCLEAN,H. D. METCALFE.
JOS. QUINTAL.
ADAM G. THOMSON.

BOARD OF REVIEW.

CHAIRMAN THOS. A. CRANE,
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