



FORTY-SEVENTH ANNUAL REPORT

OF THE

COUNCIL

OF THE

MONTREAL BOARD OF TRADE,

BEING

For the Year ended 31st December, 1889.

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

Montreal :
THE GAZETTE PRINTING COMPANY.
1890.



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REPORT.

TO THE MEMBERS OF THE MONTREAL BOARD OF TRADE :

GENTLEMEN—

In compliance with the By-laws, the Council herewith presents a general report of its proceedings during the past year.

The year 1889 cannot, on the whole, be recorded as having been a prosperous one for Canada, though in some respects there is cause for satisfaction.

In the Council's Report for 1888 mention was made of the increased number of failures in that year, but the figures for 1889 shew a still greater number, and a larger aggregate of liabilities, the number almost equalling the high totals of 1878, and being in excess of any year since then. The amount though, while exceeding last year's total by \$600,000, is less by \$1,500,000 than in 1887, and by over \$9,000,000 than in 1878. But upon taking into account the increase in the number of traders and manufacturers during the last ten years, amounting to over forty per cent., an encouraging aspect is given to these comparisons, for while in 1879 one trader in every twenty-nine failed, in 1889 only one in every forty-five failed. The increase last year in the number of failures, which was confined to the upper Provinces, was mainly owing to the poor crop in Ontario of 1888, and to the disappointingly small yield of cereals in

Ontario, Quebec and Manitoba this year; coupled with the low prices obtained for grain, and the falling off in the demand from the United States for Canadian barley, owing to changes in the trade. In the Lower Provinces a revival of the ship-building industry, the improvement in sea-going freight rates, with fair crops and a better lumber business, united to make the year one of comparative prosperity. In many departments of manufactures and of the import trade, business has been more profitable, if not larger in volume, than during previous years, owing to higher prices and better demand. Values of many kinds of raw material for manufacture have steadily advanced or remained firm, and prices of woollens and iron in the British market being firmer, there has not been the same disposition to cut prices, although competition has continued to be very keen.

As regards Montreal it is gratifying to note that the Custom House returns of the Export and Import trade of the port shew a marked increase under both headings, the Exports exceeding by over two million dollars any preceding year, and the Imports being considerably above the average, and in excess of all previous years but 1882. The amount of duty collected averages a lower percentage than in 1888, being nineteen and three-fourths per cent against twenty-two per cent. The number of sea-going vessels and the aggregate tonnage thereof shews a gain on the preceding season, and the freighting business has been more satisfactory to the steamship interest; while on the Canals the movement of both eastern and western bound freight has largely increased.

YEARS.	Sea-going Vessels arrived in Port.	Total Tonnage.	Value of Merchandise Exported.	Value of Merchandise Imported.	Customs Duties Collected.
1889.....	695	823,165	\$32,638,270	\$47,191,888	\$9,321,981.91
1888.....	655	782,473	24,049,638	39,866,527	8,778,291.32
1887.....	767	870,773	29,391,798	43,100,183	8,745,526.11
1886.....	703	809,699	28,078,330	40,469,942	8,362,618.94
1885.....	629	683,854	25,272,898	37,413,250	6,672,971.26
1884.....	626	649,374	27,145,427	42,366,793	6,772,675.68
1883.....	660	664,263	27,277,159	43,718,549	7,698,796.12
1882.....	648	554,692	26,334,312	49,749,461	8,395,654.07
1881.....	569	931,929	26,561,188	43,546,821	7,672,266.17
1880.....	710	628,271	30,224,904	37,102,869	5,231,783.80
1850.....	211	46,156	1,744,772	7,174,180	1,009,256.80

HARBOUR EXTENSION AND FLOOD PREVENTION.

In accordance with the wish expressed by some members at the last annual meeting of this Board, a special meeting of members and others interested in the question of Harbour Accommodation and Flood Protection, was held on 7th March for consideration thereof, at which a lengthy and desultory discussion of the numerous plans and resolutions submitted was ended by the adoption of a resolution referring all to your Council for consideration and report.

The Council deemed it best that this important subject should be considered by a committee of so representative a character that its decision would carry weight in all quarters, and it accordingly appointed the following gentlemen to serve thereon:—

Grand Trunk Railway	Mr. Wm. Wainwright.
Canadian Pacific Railway	Mr. Thos. G. Shaughnessy.
City Corporation—Finance Committee...	Alderman Rolland.
Do. —Road Committee	Alderman Prefontaine.
Harbour Commission	Mr. Henry Bulmer.
Chambre de Commerce.....	Mr. J. X. Perrault.
Board of Trade	Hon. Geo. A. Drummond.
Corn Exchange Association	Mr. Hugh McLennan.
Allan Line	Mr. Andrew Allan.
Dominion Line	Mr. John Torrance.
Beaver Line	Mr. H. E. Murray.
Donaldson, etc., Lines	Mr. Robert Reford.
Coal Shipping.....	Mr. H. A. Budden.
Inland Barge Trade	Mr. David G. Thomson.
Inland Steamer Trade.....	Mr. Geo. E. Jaques, Jr.
Richelieu & Ontario Navigation Co	Captain J. B. Labelle, M.P.

That Committee commenced its duties forthwith, electing the Hon. Geo. A. Drummond as its chairman, and although it held frequent sittings, the investigation and consideration of the several plans presented occupied nearly two months, its Report, concluded on the 13th of May, being as follows:—

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

GENTLEMEN,—The Committee appointed by you on 19th March to consider and report on the Plans and Schemes for Harbour Improvement and Protection against Floods, which were submitted to the public meeting held under the auspices of your Board, on 7th March, begs to report as follows:—

1—Plan No. 6, prepared at the instance of the Harbour Commissioners, by the Harbour Engineer, Mr. John Kennedy, and the City Surveyor, Mr. P. W. St. George,

in a general way best accomplishes those ends, though some slight amendments are deemed advisable.

2—The protective embankment of that plan is a feature borrowed from the scheme prepared in 1877 by Mr. Robert Bruce Bell, C.E., Major General Newton, U.S.A., Corps of Engineers, and Mr. Sanford Fleming, C.E., though that projected farther into the river at the lower end, and in this respect the present scheme is a great improvement. In the opinion of your Committee, this embankment placed as it is on the shoals in front of the deep water, will not interfere in any way with the ordinary current of the river, or augment floods in other directions, or increase the force or speed of the current in the river. It is the opinion of the Committee that it would serve the following ends: It would protect the new projected wharves and piers, and the entrance of the Lachine Canal, against ice shoves in winter, though the open space left at its lower end may still be too wide to ensure entire protection at and about the entrance, it would create a still water basin around the new wharves, at the entrance to the Canal, and at Windmill Point, which would immensely increase the facility for moving craft in that neighbourhood, and the entrance and despatch of craft and tows navigating the canal, and generally be an advantage in the meeting of inland and ocean craft,—and it would afford another valuable railway connection with ocean vessels. It would be a comparatively cheap construction, as it does not require to be water-tight, and may be largely composed of materials excavated in the harbour itself.

3—The number, size and location of the new wharves and piers is generally approved, subject to the following changes:—They might be given a slightly greater inclination towards the main shore, so as to give a clearer entrance to the canal. The upper, or most westerly pier, might be omitted for the same purpose, or its construction deferred until experience be obtained. These piers should, as proposed, be high enough to permit the erection of permanent sheds beyond risk of injury from ice, but as low as otherwise can be arranged. It is not proposed in plan No. 6, nor does your Committee recommend, that the Windmill Point Wharf, or the Victoria Pier, or any other of the present wharves be heightened. They should be furnished with permanent sheds, lines of rails, cranes and other appliances for the discharge and care of goods. Commissioners and Common streets should be widened as proposed west of McGill street by expropriation of the necessary space from the buildings now existing. The new wharves proposed in plan No. 6 would give 9,960 feet *additional* accommodation from the entrance to the Lachine Canal to the Victoria Pier, and 2,400 feet more if the protective embankment is arranged for wharves, as it no doubt would be.

4—The wharves proposed to be built at Fochelaga, giving as they do 10,200 lineal feet of new wharfage, will fully supply the prospective wants of that locality for some time to come, and are moreover capable of extension when required.

5—Defence of the city against floods can be best given by the erection of a solid wall, with suitable gateways, as proposed.

6—Railway tracks ought to be laid as shown or proved hereafter to be required. These tracks should be laid and maintained and operated as part of the Harbour

works and administration, and no ownership or control permitted to any railway company whatever. The railway on the "sea-wall," or protective embankment, should be connected with the general railway system of the port by a branch at the western end, and equal access and facilities granted to all railways.

7—The Committee has carefully considered all other schemes presented to it. That submitted and explained by Mr. J. X. Perrault, Vice-President of the District Chamber of Commerce, does not include the protective embankment, and could not therefore be considered to afford to the piers proposed to be built any reasonable protection against the ice shoves. The projected piers are built at a very small angle with the shore, and consequently more nearly resemble those recommended by the Committee. Protection against floods is proposed to be given by a solid earthen embankment, formed by rounding up the roadway along the city front; this the Committee considers plausible enough at first sight, but as its effect would be to compel all cartage to be done by climbing up the height of the wall proposed on plan No. 6, and down on the other side, and would increase the difficulties of carting across the railway tracks, and of constructing and operating the railway, it is deemed impracticable. This scheme would give 3,300 feet of additional frontage between the entrance of the Lachine Canal and Victoria pier, with 570 feet more on an extension of the Windmill Point wharf on the south side of the canal.

8—Mr F. J. Gilman proposed a water-tight embankment along the greater portion of the river front, to be provided with a water-tight stop gate at the lower end. This plan would certainly thoroughly protect the harbor behind it; it would, in effect, if the works proved sufficient, create and maintain a small lake in front of the city, the surface of which would be nearly twenty-eight feet below the surface of the river outside at extreme flood level. The extent of the work implied by this may be estimated by the following facts:—

The flood gate at the entrance would be 57½ feet high, and of great width, if the traffic is not to be impeded. The whole embankment would require to be water-tight, and cost probably four or five times more than that proposed by plan No. 6. The whole of the water coming from the canal would require to be kept out of this basin by an intercepting embankment for that purpose only. The total length of embankment so required would be about two and a quarter miles, and the cost of this feature of Mr. Gilman's scheme not less than \$1,500,000 before any increase of wharfage accommodation is provided; this as against an estimated cost of \$400,000 for the guard embankment of No. 6 plan. For these reasons, viz:—excessive cost and doubtful success, the Committee rejects this scheme.

9—Mr. Corriveau explained a scheme of flood prevention by a canal on the south shore, extending from Laprairie to Boucherville and thereby, by which he conceives any surplus water prevented from passing by an ice jam, might be carried away without occasioning a flood. Mr. Corriveau admitted that the plan he exhibited was only tentative. In the absence of any possible knowledge of what this surplus water might amount to, your Committee can only say that in its opinion the project is entirely impracticable. To make it sufficient would require the formation of a new channel for the river, and to keep it free from ice.

10—While in the foregoing the Committee has dealt with the schemes for improving the present Harbour and River front, and protection of the City from floods, it desires to refer to a plan submitted and advocated by Mr. F. W. Henshaw, which provides for the formation of a dock contiguous to and connected with the Lachine Canal, at a level above floods, and entered from the present Harbour by one or more Locks.

The idea is not new, it was proposed and considered in 1859 by a Committee of citizens consisting of Messrs. William Workman, John Redpath, Henry Bulmer, Wm. Parkyns, John Ostell, A. M. Delisle and Thomas Ryan, and was then referred to Mr. John C. Trautwine, C.E., of Philadelphia, who reported it as "infinitely more advisable" than two other projects then submitted, which were a dock at Point St. Charles, proposed by the Hon. John Young, and another at Hochelaga.

Without endorsing the scheme in its details, the Committee reports that it appears evident to it that a large extension of the deep water basins in the Lachine Canal would be at once a simple, cheap and most valuable addition to our Harbour facilities, especially as giving the most convenient means of bringing the inland and ocean craft together, and placing many of our imports such as Coal, Iron, &c., at the doors of consumers, or with a minimum of cartage. The Board of Trade is counselled to advise the Government that these works ought to be made on the property of the Government as part of the Canal extension, and thereafter could be continued further as required.

11—Various other plans and suggestions were submitted, including one by Mr. T. C. Jones, of Winnipeg, and another by Mr. J. G. Dinning. These have all been carefully considered, but, for reasons fully covered in the references to other schemes, were not approved.

12—Though not perhaps directly within the limits of the submission made to it, your Committee desires to recommend strongly that the financial situation be dealt with before any work is entered on. If the Harbour Commission undertakes the work involved in the plan above recommended, or any other, it will of necessity involve port charges to provide for interest, which will in effect restore the burdens on the shipping and goods to what they were before the assumption of the channel debt; if these were so onerous then as to act against the trade of the Port, this must be equally the case in the future.

In view of the keen competition of rival ports and routes of transfer, and the absolute necessity at once for making Montreal a safe, well equipped, and a cheap port, it will be seen that the first question is to provide the money without involving consequences which may outweigh all other considerations.

Your Committee recommends therefore that another representation be made to the Government with the object of obtaining the return of the interest exacted from the trade of this Port on the channel construction outlay, and that the City be asked to make a liberal contribution towards the cost of any projected works, not only to cover in full the cost of that portion of them specially designed to protect the City from floods, but as material aid beyond that towards the improvement of the Port.

In reviewing the history of the City for the past forty years or more, it will be

seen that there has been a series of efforts made by the city to deal with these questions. Expensive and tedious enquiries have been made and many plans suggested, all of which in succession have been pigeon-holed and forgotten; a certain slow progress more or less of a haphazard and temporary character has however been going on, but entirely short of the necessities of the case, with the result that our Port is unquestionably behind the times.

One cause of this is due to the division of opinion which has always existed among ourselves, largely owing to the complex character of the problems presented, and to the fact that all works must be more or less of a compromise.

Your Committee believes that a new departure is urgently called for, and that no work can so well or profitably occupy our Civic authorities, our Board of Trade, and the citizens generally.

GEO. A. DRUMMOND, *Chairman.*
HENRY BULMER.
HENRY A. BUDDEN.
ANDREW ALLAN.
JOHN TORRANCE.
ROBERT REFORD.
J. B. LABELLE.

Provided one or more of the proposed new wharves are made of a height suitable for the loading of inland popellers. }

G. E. JAKUES, JR.

Approved with exception of height of wharves, which are considered inconveniently high for discharging or loading inland craft. }

HUGH McLENNAN.

Subject to the following objections to Clause No. 3 of this Report:

The elevation of the proposed improvement would give 19 ft. wharf above summer level of water in the Harbour. This increased height would entail the necessity of cartage on goods from ocean vessel bound for the West by water route. Making the rate of freight from Europe to the West 25c. per ton higher on all freight, than it would be with a system of wharves that would admit as at present of transshipment without the necessity of cartage, inasmuch as the water rate westward governs the rate charged upon the portion of imports passing westward by rail. Whereas if the wharves were elevated say four feet above their present level, they would be above the spring floods and still admit of landing and loading cargo, with all the advantages possessed by the present levels, while affording as full railway facilities for traffic upon the wharves as could be secured by the high level. And with the protection of the outer pier proposed by Plan No. 6, sheds erected upon iron columns could no doubt be constructed for permanent use. With the alteration in the wharf level as suggested, I approve of the Report as it stands.

DAVID G. THOMSON.

*Note as regards Clause 6 :—*Whilst fully endorsing the policy laid down in regard to the working of the railway tracks on the wharves, as a member of the Harbour Improvement Committee, I desire as representing the Grand Trunk Railway Company to record that I do so without prejudice or interference with any rights claimed and at present enjoyed by that Company by virtue of agreement made with the Harbour Commissioners and sanctioned by legislative enactment.

WM. WAINWRIGHT.

OFFICE BOARD OF TRADE,
MONTREAL, 13th May, 1889.

The Council was unanimous in adopting this Report, copies of which were transmitted to the Honourable the Minister of Public Works, the City Council and the Harbour Commissioners. The Council avails itself of the present opportunity to express to the members of that Committee, and especially to the Chairman, its sense of indebtedness to them for the time they devoted to considering the various schemes submitted, and for the comprehensive report which records the results of their labours.

Within the past few weeks the Civic By-law authorizing the city to effect a loan of one million dollars for the purpose of aiding in the execution of permanent works to prevent inundations and improve the Harbour, has passed its final stage; your Council is much gratified by this progress, and trusts that a beginning will now speedily be made in these much needed works, so that the periodic inundations, with all their attendant loss, misery and suffering, will, with the present restricted Harbour accommodation, soon have become things of the past.

THE FREE PORT QUESTION.

Since the Dominion Government resumed possession of the Channel Works, and freed the Montreal Harbour Board from future interest charges with respect to them, the agitation towards making Montreal a free port has remained in abeyance. The Harbour Commissioners have carried out the provisions of the Relief Act by remitting the Tonnage Dues formerly levied on shipping visiting this port, but in view of the burden of debt still resting on them, involving an annual charge on the Harbour revenue of over \$120,000 for interest, they have been unable to do more. If the Government would recoup the Commissioners for the moneys heretofore exacted from them for expenditure on Dominion works, amounting to nearly one and a quarter million dollars, and if the

Civic authorities will aid the Harbour as liberally as they have aided the Railways, this burden of debt may easily be got rid of, and the Harbour taxation so reduced as to place the port of Montreal and the St. Lawrence route somewhat on a par with such ports as New York and Philadelphia, where there is no wharfage charge on goods.

In acknowledgment of the services of the Hon. Geo. A. Drummond, when President of this Board, in connection with the procuring of the assumption by Government of the Channel Debt, the Shipping Interest passed the following resolution:—"Resolved, That the thanks of the Shipping Interest are due and are hereby tendered, to the Free Port Committee, and especially to its Chairman, Mr. Geo. A. Drummond, without whose untiring efforts, disinterested labour, and great public influence, the measure of relief that Parliament has granted could scarcely have been secured."

POLICE AND HOSPITAL DUES ON SHIPPING.

Shortly before the opening of navigation last year, the Government announced that it had abolished the River Police at this Port, that the Police Dues would no longer be collected, and that this was the result of a recommendation published in the Council's Annual Report for 1888. Reference to that Report shews, however, that the Council agitated the repeal of the Police Dues, not the abolition of the Force. Owing to representations made at the instance of the Civic authorities, both the Force and Dues were continued during the past season of navigation, and the Force was permanently disbanded by the Government on 30th November, 1889.

With regard to Quebec the question still remains in abeyance, but the Minister of Marine agreed, at the instance of your Council, to give effect to the clause in the Act which exempts Montreal vessels coming to an entry at Quebec merely for the purpose of landing passengers and a few goods, from the payment of Police Dues at that port.

The Hospital tax has not yet been dealt with, but the Minister of Marine has effected a reform in the long standing abuse in Quebec which this Board has so persistently complained of. Under the new arrangement, sick mariners will be cared for in the City hospitals there at a per diem charge, as has been the usage in the ports of Montreal and Halifax, and the annual expenditure on that account will thereby be reduced from \$20,000 per annum to about \$4,000 per annum.

The Canadian custom of providing certain port police and hospital care for seamen, through the medium of the central government, and at the same time levying a correlative tax on shipping to pay for the services, is unknown in other countries. Moreover, the imposition of this tax has, in the case of the United States, led to reprisals, and placed this Province at a serious disadvantage, for Canadian vessels from Quebec ports trading with the United States have to pay a duty to that Government amounting in the aggregate to fifteen cents per ton per annum, while those from Ontario ports, in which Province no Police or Hospital Dues are levied, go free. The Council is not without hope that the Minister of Marine will deal finally with the whole question during the coming session of Parliament.

CANAL TOLLS.

The now stereotyped proceeding of annually arranging a large deputation from this and other Boards to wait upon the Government at Ottawa and endeavour to induce it to authorize the usual reduction in Canal Tolls on eastern-bound grain, was enacted on 1st March, and on 18th March an Order in Council was passed providing "that the special rate of toll of two cents per ton in force last year for the passage through the Welland Canal and the St. Lawrence Canals of certain cereals, wheat, Indian corn, pease, barley and rye, when shipped for Montreal, or for any other port, east of Montreal, be continued during the forthcoming season of navigation and no longer, such toll covering the Welland and the St. Lawrence Canals."

That Order in Council has lapsed, as therein provided, and consequently the old tariff of tolls is again in force, and the future policy of the Government remains unknown. When the Erie Canal was made free, the authorities there were not content even with legislative enactments, but superadded a constitutional amendment, and thereby afforded to vessel owners the greatest security for permanence known to their system of government. The importance of the element of permanence was long ago acknowledged by the first Minister (Sir John A. Macdonald) who in replying to a deputation of this Board on 30th June, 1885, spoke as follows:—"I quite agree with one of the gentlemen who has spoken that the reduction loses a good deal of its value by being only temporary, and I think that whatever the policy may be, it should be on a permanent basis; it should not be for one season, but for a series of years, so that the trade might know what the prospects were, and what they might calculate upon."

Your Council recommends that the Government be strongly pressed to issue this season's Order in Council at once, to omit therefrom the clause restricting its operations to the present season of navigation and to include Oats (which have been omitted during two years) within its scope; and the Government should further be urged to take an early opportunity of dealing with the whole subject by legislation.

HYDROGRAPHIC RE-SURVEY OF THE GULF AND RIVER ST. LAWRENCE.

The Council has continued to co-operate with the British Association Committee on Tidal Currents regarding this survey; and the necessity for an accurate knowledge of the currents in the gulf has been made manifest by the unfortunate wreck of the SS. Montreal in the Straits of Belleisle, which was partly attributable to unknown currents, and partly to the lack of efficient fog signals. In December, a deputation from your Council, the Shipping Interest, and the British Association Committee, waited upon the Government to urge the importance of having a hydrographical survey of the gulf and river made, in order to ascertain the tidal currents, and were much encouraged by the reception accorded their representations.

ADDITIONAL FOG SIGNALS, LIGHTS, &C., NEEDED ON THE GULF AND RIVER.

The need of additional fog signals, lights, &c., at different points in the Gulf and River, as evidenced by the loss of the S.S. Montreal in the Straits of Belleisle, led the Council to invite the Ship Agents at this port to obtain from their Captains written opinions as to the points at which additional signals and lights were needed. A number of replies have been received, and a digest thereof is being prepared for transmission to the Dominion Government.

UNCERTAINTY OF PILOTS AS TO MEANING OF CERTAIN SIGNALS IN USE BETWEEN THEM.

An examination by a Committee of Council of the official report of the evidence taken at the investigation by the Montreal Harbour Commission into the collision between the S.S. Cynthia and the S.S. Polynesian off Longue Point on 22nd May, 1889, shewed that there is no definite rule, generally understood by Pilots, regarding the signals to be exchanged when two vessels meet in the channel, and one desires to pass on the wrong side instead of port to port as usual. The Council has therefore addressed the Harbour Commissioners advocating that such a rule be established.

THE BOARD'S REPRESENTATIVE ON THE HARBOUR COMMISSION.

The term of office of Mr. Hugh McLennan as representative of this Board on the Board of Harbour Commissioners expires on the first Monday in August of this year, on which day, in accordance with Act 39, Cap. 38, a Special General Meeting of this Board will be held for the election of a Representative to serve for the four years ending in August, 1894. Mr. McLennan's report for the past year is as follows:—

MONTREAL, 14th January, 1890.

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

GENTLEMEN,—The Report which I had the honor of submitting to your Council at the close of the year 1888, indicated what I considered then to be the coming work of the Harbour Commissioners. To the initiation of which, a Committee of the City Council and a Committee appointed by the Harbour Board have selected a plan combining the protection of the City from floods, a commodious roadway in front of the City, and better access to the Harbour, together with greatly increased harbour accommodation, both in water-frontage and wharfage accommodation.

The Joint Committee met in June and instructed their respective Engineers to prepare plans and estimates, and the proportion that the City should pay towards the prospective work.

The plan approved and estimates connected therewith called for an appropriation of one million dollars on the part of the City, the legal authority for the issue of which has already been obtained to accomplish the work exclusively pertaining to City improvements.

While the statement of the finances of the Harbour show the satisfactory increase of \$32,000 in the revenue during the season just closed, the magnitude of the works necessary to accommodate the growing trade of the Port will require to be prosecuted with much greater rapidity than can be provided for by such ordinary increase. On the other hand any additional accommodation secured under a system involving enhanced Port charges would prove hazardous to the future business of the St. Lawrence.

The Harbour Trust, in the interest of the Trade of the St. Lawrence, must look to the Government of the Dominion and to the City, to aid in some system of finance under which the work can be prosecuted without imposing any additional burden upon the trade of the Port.

The works carried out by the Harbour Commissioners have, during the past year, been confined to the maintenance and enlargement of the Harbour and the maintenance of the buoys and beacons in the Ship Channel.

In the way of Harbour enlargement a good beginning has been made on works of an extensive scale. The construction of 3,000 feet of the 10,000 lineal feet to be

built at Hochelaga, was entered upon, and so far carried out that 1,300 feet will be available for use early in the approaching summer.

The total revenue for wharfage dues for the season of 1889	was	\$249,189
“	“	for the season of 1888
		“ 216,205
Increase.....		<u>\$ 32,984</u>

Yours respectfully,

HUGH McLENNAN,

Harbour Commissioner,

Representing Board of Trade.

REPORT OF THE CORN EXCHANGE REPRESENTATIVE ON THE HARBOUR
COMMISSION.

MONTREAL, Jan. 18, 1890.

*To the President and Committee of Management of
The Montreal Corn Exchange Association.*

GENTLEMEN,—Apart from the customary repairs to existing wharfs, and the dredging necessary to maintain the Harbour in a state of efficiency, the work of the Harbour Commissioners during the past year has been confined to the new wharfs at Hochelaga.

It will be remembered that the plans adopted by the Commission for this extension of Harbour accommodation, contemplate the building of about ten thousand lineal feet of wharfage between the Hudon Cotton Mills and the Canada Sugar Refinery. Three thousand feet of this work are now in process of construction, and very considerable progress has already been made, it being expected that during the coming summer about thirteen hundred feet will be available for use.

By arrangement with the Minister of Marine and Fisheries, the buoys and beacons of the Ship Channel between Montreal and Quebec, have been maintained during the past season by the Harbour Commissioners, the cost of the service being borne by the Department.

The plans for Harbour Improvement and Extension, and for Flood Prevention, which were prepared by the Chief Engineer of the Board and the City Surveyor, excited very general interest among the business portion of the community, and were fully discussed by the members of the Corn Exchange Association and Board of Trade. The plan known as “No. 6” was ultimately accepted by those bodies and, with some slight modification, has been adopted by the Commissioners and submitted to the Government for its approval. Should it receive the sanction of the Government, it is to be hoped that means may be found by which the Commissioners, acting conjointly with the Civic authorities, will be enabled to enter upon this important work without delay.

It is gratifying to note the increase in the exports of Grain from this port during the past season. The total figures are as follows:—

Wheat	2,285,930 bushels.
Corn	6,553,950 "
Peas	914,162 "
Oats	19,920 "
Barley	69,213 "
Total shipments in 1889.....	9,843,175 "
" " 1888.....	5,658,257 "
Increase in 1889	<u>4,184,948 bushels.</u>

A comparative statement of the Revenue of the Harbour for 1888 and 1889, is also very satisfactory:—

Total Revenue in 1889 was	\$249,189.02
" " 1888 " 	216,205.53
Increase.....	<u>\$ 32,983.49</u> or 15½ percent.

Very Respectfully,

CHARLES H. GOULD,
*Representative of the Corn Exchange Association
on the Board of Harbour Commissioners.*

INLAND NAVIGATION.

The need for a Telephone service along the Cornwall Canal.—This lack, so severely felt on the occasion of the disastrous break in that Canal in 1888, was again exemplified in the case of the grounding of the barge "Huron" this Fall, when the Superintendent of that Canal remained unaware of the accident until advised from Montreal seventeen hours after it happened, no measures being taken in all that time to relieve navigation from the obstruction caused thereby. Communication of these facts was made by the Council to the Department of Railways and Canals, and the need for Telephonic communication along the Cornwall Canal urged as likely to greatly diminish the risk of interruption to navigation through that important part of the St. Lawrence route. It was also pointed out that valuable as the Telephone has proved on the Lachine and Beauharnois Canals, it is still more necessary on the Cornwall Canal, where the distances between the Superintendent and his subordinates are so great, and speedy communication so important.

The Department's reply was not altogether satisfactory, for while admitting that the Telephone would undoubtedly be a useful adjunct to the Canal, both in the interests of forwarders and of the service, it says that the operations for the deepening of this Canal render the present erection of such a line objectionable. As these operations will, it is understood, last for about two years, the incoming Council is recommended to endeavour to induce the Department to provide the Telephone Service there before the opening of canal navigation this season.

Substitution of the Arc for the Incandescent Light on the Lachine Canal.—A letter was addressed to the Government in June last, urging the substitution of the Arc Light for the Incandescent on the Lachine Canal, it being pointed out that the Arc was undoubtedly the best light for outdoor illumination, and that the change could be effected at small expense. The Council understands that the desired substitution will be carried out before the opening of navigation this season.

Sunday Closing of the Canals.—Upon an effort being made to induce the Government to close the Canals during the whole of Sunday, the Corn Exchange Association held a Special Meeting, at which the following resolution was adopted:—

Resolved, That the hours during which the Canals were last year closed on Sundays, viz., 6 a.m. to 9 p.m., afford opportunity for all lock and vessel men concerned to properly observe that day of rest; and that, in the opinion of this Association, any further interference with the passage of vessels, by the extension of the hours during which the Canals are closed, is quite unnecessary, and would seriously interfere with the interest of inland navigation and with the ocean shipping trade of this port.

That resolution was communicated to the Government, who met the wishes of the Corn Exchange by continuing the old arrangement.

Detention of Ocean Steamers avoided by Sunday opening of certain Canals.—During this Fall the downward passage of heavily laden grain barges has occasionally been retarded by low water caused by long prevailing east winds, and in three instances when it became evident that the passage of these craft through the Canals on Sunday was imperative if serious delay of the ocean steamers, waiting for their cargoes, was to be avoided, the Department was appealed to, and the necessary order for the Sunday opening promptly given by the Acting Minister (Sir John A. Macdonald); the result being that on each occasion the dreaded delay of the ocean steamer was, if not entirely avoided, greatly shortened.

DOMINION PARLIAMENT.

Bill entitled "An Act to incorporate the Ottawa and Montreal Boom Company." This Bill provided that the Company should have power to construct and maintain dams, slides, piers and booms, and other necessary works to facilitate the transmission and towing of rafts of timber and saw logs, &c, on the navigable portion of the Ottawa River between the Chaudière Falls and the north-easterly end of the island of Montreal. The Council, convinced that the erection of piers and booms in the Ottawa River would most seriously interfere with navigation, opposed the Bill in conjunction with a number of gentlemen interested in encouraging the trade carried on that important river, and it was defeated.

Bill entitled "An Act to incorporate the St. Helen's Island Bridge Company." The proposal contained in this Bill to erect a bridge on piers from Windmill Point to St. Helen's Island, evoked earnest protest from all interested in our harbour navigation, and the Council addressed the Government and the city M.P's. urging that unless a clause be inserted in the Bill providing that no works be undertaken by the Company unless approved by the Montreal Harbour Commissioners, it should be rejected.

The City Council having adopted a resolution favouring this Bill, your Council wrote it asking reconsideration of that action, and the Mayor thereupon called a special meeting of that body for the purpose, which resulted in one of the Aldermen being appointed to proceed to Ottawa to join the delegate from this Board in opposing the Bill before the Railway Committee; and the joint opposition was successful, for the Bill was thrown out.

'An Act to extend the provisions of the Extradition Act.'—The Council, as long ago as September 1884, addressed the Government regarding the necessity for a revision of the Extradition Treaty between Great Britain and the United States (having effect also in Canada), and therefore was quite ready to warmly support Mr. Weldon's Bill as a step in the direction of depriving criminals from the United States of the right of asylum in Canada. The Bill was passed, but its provisions have not yet been acted upon, owing to the Imperial Government having intimated that it is negotiating an extended Extradition Treaty with the United States.

"An Act to amend the Winding Up Act."—The Council endeavoured to procure an alteration in Section 4, Sub-section b of this Act, believing that unaltered it would afford opportunity for a meeting of shareholders, large in number but small in share value, to wind up a company. The

effort was however not successful, and the sub-section was enacted as follows:—"The Court may make a winding up order (b.) where the Company at a special meeting of shareholders called for the purpose has passed a resolution requiring the Company to be wound up."

"*An Act relating to Bills of Lading*"—This Act is for the most part a copy of the British Act of 1885, but the Council considered that for adoption in this country it might advantageously be altered in the direction of making a Bill of Lading in the hands of a person who had paid value for it, conclusive evidence of shipment. The Act was, however, passed without the suggested amendment, so that the Dominion and Imperial laws respecting Bills of Lading may now be said to be identical.

POSTAL MATTERS.

Increase of weight limit, and abolition of half ounce drop letter rate. The Council was gratified at the granting last Session of the request it preferred to Government in 1888, that the weight limit for a single rate letter be increased from half an ounce to one ounce, and believes the concession is much appreciated by the business community. The abolition of the half ounce drop letter rate, which in effect makes all such letters under one ounce cost two cents, is felt to be a grievance by firms having a large city correspondence, and a return to the one cent rate is much to be desired.

Destruction of uncalled for letters. Representation was made to the Postmaster General as to the number of uncalled for letters destroyed in the Dead Letter Office, many of which would, it is thought, reach their destination were lists of same exhibited in the post offices to which they are addressed. The suggestion did not, however, commend itself to the Postal authorities.

Treatment of unstamped letters. The Council has recently urged that unstamped letters should be forwarded subject to collection on delivery of double the amount of deficient postage, instead of as at present, being sent to the Dead Letter Office and thence returned to the sender, a proceeding causing frequent annoyance, and sometimes loss, to those concerned. The reply to this request stated "that this proposed change in the present system could not be made without legislation, but that the Postmaster-General will give the question careful consideration at the earliest possible opportunity."

Increased Postal Facilities needed in this City. In accordance with a

resolution adopted at the October Quarterly Meeting of this Board, the Council addressed the Postmaster General praying for additional letter-boxes in this city, and for more frequent collections. The Honourable Mr. Haggart, in acknowledging, said that he would not fail to give the Council's recommendation early and careful consideration.

Delay of mail matter leaving Chicago on Saturday evening. As letters mailed in Chicago on Saturday evening were not delivered in Montreal until Tuesday morning, representation was made to the local authorities, who made enquiry; the result being that such letters have since been delivered here on Monday morning, a clear day's saving of time.

CUSTOMS MATTERS.

Dominion Board of Appraisers.—The appointment by Order-in-Council of a Dominion Board of Appraisers, with jurisdiction at all ports and places in Canada, led the Council to make representations to the Minister urging that the Chief Appraiser of dry goods at Montreal should be a member of that Board, but this request was not conceded.

Appraisers' salaries.—The Council has again recommended that the appraisers' salaries be increased to recompense them for the reduction of income consequent upon the abolition of the system of awarding them a share of the fines. It will be remembered that the Council, when urging the abolition of this system, also urged that the appraisers be paid fixed and *sufficient* salaries.

The Inclusion of the Cost of Inland Freight in the Valuation for Duty.—It was in March, 1879, that the Customs Department first promoted legislation (copied from the Customs law of the United States) having for its motive the inclusion of certain inland freight charges in the dutiable values of particular goods, and the Council of this Board at once entered a vigorous protest against the proposal, but was unable to effect more than a modification of its terms, the obnoxious principle remaining on the statute book. In March, 1883, the United States Congress repealed this legislation in toto. Nevertheless, the Department, in March, 1885, again brought the matter before Parliament, when this Board again protested, leading to the second abandonment of the proposed extension. Last session, and for the third time, the Department sought legislation in the same direction by proposing the following amendment to the Customs Act:—"That in every case the value of duty shall include the charges for transportation and shipment." Your Council immediately sent a deputa

tion to Ottawa to endeavour to induce the Minister to withdraw the proposed amendment, but the Hon. Mr. Bowell pointed out certain difficulties in the way of complying with this Board's request. Thereafter the dissatisfaction of importers at the prospect of this amendment becoming law became so pronounced, that the Council placed the matter in charge of the following Committee:—Messrs. Jas. Slessor, Chas. Chaput, E. B. Greenshields, Wm. Wainwright and D. A. Watt. These gentlemen prepared a detailed statement of the whole subject, which was communicated to the Minister on 19th March, and concluded as follows:—

“In fine the Council begs earnestly to represent:—

“(1) That a levy of Customs duty upon any freight charge, incident to the importation of merchandise, is a measure of doubtful utility in any event, and the Council would strongly recommend that the duty should, in all cases, be levied on the cost price or fair market value at the place of purchase;

“(2) That a levy of Customs duty upon certain of the freight-charges due upon any one importation and not upon the others, would be inequitable and unjust in its operation; and

“(3) That if such levy be upon the transport and shipping charges from European or other seaports to the ports of departure of the Canadian steamship lines, the injury and injustice will be most grievous.

“The Council, therefore, confidently trusts that the Department will reconsider its course and revert to the principles of assessment for Customs duty which prevailed in Canada prior to the year 1879.”

On 10th April a deputation from this Board, the Toronto and Hamilton Boards, waited upon the Minister at Ottawa, when further representations were made, with the result that the Hon. Mr. Bowell finally concluded, not merely to abandon the proposed extension, but also to repeal the existant provision, thus eliminating the principle from the Customs law.

The Committee's report, which was printed and can be obtained from the Secretary, concluded as follows:—“The Committee cannot close this report without expressing their great satisfaction at the result of their labours,—a result which they feel confident will give the Hon. Mr. Bowell no cause to regret his courteous acceptance of the suggestions of the deputation which waited upon him. They look to the future for a complete justification of the concessions which have been made, and as evidencing the wisdom of the decision arrived at by the Minister.”

The Council addressed a letter of thanks to the Minister for his favourable consideration of its representations, and, when discharging and

thanking its Committee, specially acknowledged the valuable service rendered thereon by Mr. D. A. Watt, the Acting Chairman.

Duty on Samples of no Commercial Value.—The Department's decision that duty must be collected on samples of no commercial value caused great dissatisfaction among importers generally, who found the exaction an intolerable nuisance. The Council therefore arranged for a deputation of merchants to Ottawa, which the President accompanied, and the matter was fully explained to the Minister, who subsequently met the wishes of all interested by issuing the following circular to Collectors:—

MEMORANDUM.

CUSTOMS DEPARTMENT, }
OTTAWA, 14 October, 1889. }

Collector of Customs,

SAMPLES.

I am instructed by the Hon. the Minister of Customs to inform you that samples, being small pieces of cloth, edgings, textile fabrics, cards containing buttons of various patterns, being representatives of goods, and having no commercial value, and obviously intended for use solely as samples to sell by, may be admitted free of duty.

All samples imported complete in themselves, or which can be disposed of as merchandise, whether imported in single specimens or in pairs or quantities, are dutiable according to material.

J. JOHNSON.

DESIRED SUBSTITUTION OF A SPECIFIC DUTY FOR [THE AD VALOREM DUTY ON
MOLASSES.

At the request of twenty-three firms interested in the importation of Molasses, the Council addressed the Government, praying that the Ad Valorem duty now charged on Molasses be replaced by a Specific duty which should produce an equal revenue; the reasons given for desiring the change being (1) the uncertainty of securing freight for Molasses from place of production within a reasonable time of date of purchase, —(2) that while uncertainty as to actual duty-paid cost exists, importers are placed at a disadvantage in selling cargoes to arrive, which is a serious hindrance to business,—and (3) that both in the United States and Newfoundland the duty is Specific. The Council hopes that the Government will accede to this request during the forthcoming session of Parliament.

UNCLAIMED BANK DEPOSITS, DIVIDENDS, &C., &C.

In view of the expected amendment of the Bank Act during the session of 1890, the Council in April last adopted the following resolution

regarding the large sums of money lost to their owners in the shape of unclaimed Bank Deposits, Dividends, &c.:—

Whereas, it is known that depositors in banks, owners of bank and other stocks creditors of insolvent estates, etc., frequently fail for various seasons ever to claim the amounts due them, so that said amounts practically become the property of the holders, to the loss of the rightful owners.

Therefore, Resolved, that in the opinion of the Council of the Montreal Board of Trade, legislation should be enacted whereby all corporations, individuals, trustees, executors, etc., shall be compelled to send to last known address of any person whose account has for a period of three years remained unchanged by action on his part, a legal notification of the amount due him, and if such notification fails to bring any claim for said amount from the person to whom it was addressed or from his representative, then his name and last known residence, with amount standing to his credit, shall be advertised at his expense in the newspapers of the place where the account was opened. Also, that all said corporations, individuals etc., now making sworn returns to Government, shall state amount and particulars of such unclaimed balances on hand.

This resolution was communicated to the Premier and to the Minister of Finance, who both acknowledged promising very careful consideration thereof.

INSOLVENCY LEGISLATION.

The subject of insolvency legislation has not been lost sight of, for it is felt by the mercantile interest generally that an act for the equitable distribution of insolvent estates, applicable to the whole Dominion, is much needed, but the Council has again been assured that there is no present prospect of such legislation finding favour with Parliament.

IMMIGRANT SHED ACCOMMODATION AT MONTREAL.

The lack of suitable accommodation for the reception of immigrants at this port having become apparent, the Council addressed the Government, stating that, in view of Montreal being the terminus for ocean steamers during the season that the influx of immigrants is largest, ample shed accommodation should be provided by the Government for them and their belongings. The Minister of Agriculture replied that it is the intention of the Government to adopt such measures as may be found necessary. The question was also considered at a meeting called by the Mayor, when a resolution was adopted recommending the erection of a Receiving House for immigrants somewhere in the neighbourhood of the examining warehouse at the foot of McGill street, and your Council hopes

that this great want will be remembered by the Government when making up the Estimates.

QUEBEC PARLIAMENT.

Bill entitled "An Act to incorporate the St. Lawrence Improvement Company." This Bill proposed to give to the Company named the most extensive powers on the south side of the River St. Lawrence in regard to the purchase of lands, railways, &c., and the Council consequently opposed it by deputation. The result was that the Bill as passed was considerably amended, the operations of the Company being confined to Richelieu County, instead of extending from Longueuil to Sorel,—the qualification necessary for a Director was doubled, and the insertion of a clause was obtained providing that the powers conferred shall lapse unless the Company shall be fully organized and have spent \$25,000 in the works authorized, within two years from the coming into force of the Act.

Bill entitled "An Act respecting abandonment of property." This Bill, introduced by Mr. Dechene, besides being generally objectionable as interfering with the present laws of this Province regarding Insolvent Estates, contained one clause in particular which the Council deemed it necessary to strenuously oppose, for it provided that in every district the Prothonotary of the Superior Court should be the only person authorized to receive abandonment of property, and to liquidate and distribute the property of insolvents. Fortunately this attempt to legislate the control of insolvent estates out of the hands of the creditors, entirely failed, the Bill being dropped by its promoter.

Another Bill with the same title was introduced by the Honourable Mr. Turcotte, and also contained some most objectionable provisions, inimical to the interests of creditors. This too was opposed and withdrawn.

It is however understood that both these Bills will be reintroduced during this Session, and the Council commends to its successors the necessity for further opposition.

Bill to Revise and Consolidate the Charter of the City of Montreal.—This Bill was carefully watched in its passage through the Local Legislature, and the following important amendments were obtained:—

Sec. 5.—The extension of the City jurisdiction, for police purposes, to the centre of the River.

Sec. 21.—The imposition of a fine of one hundred dollars for each vote cast by a disqualified Alderman.

Sec. 24.—The disqualification of any Alderman who sells goods to the City, or becomes interested in any contract with the City.

Sec. 140.—(Relating to the By-laws),

Sub-sec. 30. Extension of the power given to the City to regulate the sale, by weight or otherwise, of *certain* articles sold or offered for sale or delivered in the City, so as to include *all* articles.

Sub-sec. 53.—Inclusion of a clause giving City power to regulate the number of passengers carried in Street-cars.

Sub-sec. 75.—The striking out of the clause authorizing the City to undertake the insurance against fire of houses and other buildings.

The addition of Sub-sec. 74, which gives the city power to regulate the cutting of ice on the river; and of Sub-sec. 75, which authorizes the City to pave with stone or asphalt any of the private lanes, and assess the cost thereof upon the proprietors.

Sec. 207.—A petition of a majority of the proprietors made necessary before a homologation line can be changed.

Sec. 224.—The valuation of property liable to assessment for improvements, to be based upon the land irrespective of the buildings thereon.

Opposition was offered to Sec. 88, and any extension of exemptions prevented. In Sec. 115, which relates to the sale of immovables, the insertion of a redemption clause was advocated, but not obtained.

EXEMPTION OF FEMALES FROM ARREST OR IMPRISONMENT FOR DEBT
OBJECTED TO.

Representations have lately been addressed by the Council to the Honourable the Premier of this Province, regarding the exemption of females from arrest or imprisonment for debt, etc., under Article 2276 of the Civil Code, which exemption is sometimes taken advantage of by dishonest traders carrying on business in the name of their wives, who, although insolvent, refuse to abandon their property at demand of the creditors. The Council urges that the Code be so amended as to remove the injustice to creditors complained of, and suggested the following addition thereto: "That in the case of women "*Marchandes publiques*," the affidavit of secretion etc., required under sections 797, 798, 799, 800, 801, shall be sufficient "to compel the abandonment of property by the insolvent debtor."

AUCTION DUTY ON TRADE SALES.

At instance of the October quarterly meeting of this Board, your Council renewed the effort made by its predecessors in office to obtain the abolition of the one per cent. duty exacted in this Province upon sales by auction, by waiting upon the Premier when the Executive Council sat in Montreal in November last. The deputation urged that as the tax operates disadvantageously to the City and Province by driving away trade sales to other places where it does not exist, and as the tax produces but little revenue, it should be repealed upon all auction sales excepting those of real estate, and household effects in use. The Premier (Hon. Mr. Mercier) appeared to be impressed with the statements made, and said that if it were possible the Council's request should be granted.

INTRODUCTION OF DIVISION COURTS INTO THIS PROVINCE SUGGESTED.

A resolution was passed at last annual meeting of this Board requesting the Council to enquire into the operation of the Division Courts in Ontario, with a view to procuring the adoption of similar measures in this Province; and the mover and seconder thereof (Messrs. Thos. Darling and H. Shorey) subsequently undertook, at the Council's desire, the enquiry therein requested. The full and interesting report presented by these gentlemen declared that the operation of these Courts in Ontario had proved satisfactory, and that their introduction into this Province was much to be desired. Thereupon your Council presented by deputation that Report to the Provincial Premier; but that gentleman, while promising consideration thereof, expressed his conviction that the recent institution of Magistrates' Courts in this Province had met the demand for a court for the inexpensive and speedy recovery of small debts.

TORRENS SYSTEM OF LAND TRANSFER.

The desirability of procuring the introduction into this Province of the Torrens System of Land Transfer has not been lost sight of, and advantage was taken of the interview obtained in this City with the Provincial Premier and the Executive Council in November last, to renew the request previously made by this Board to the Government, that this System be adopted in the City of Montreal as introductory to its extension throughout the Province of Quebec.

The Honourable Honoré Mercier (Premier), in replying, said that he

had studied the question with a great deal of attention, and while he considered the system a very good one, it must be remembered that its adoption in this Province would change the whole civil law, and would therefore be regarded in some quarters as a radical revolution ; the subject should however receive further consideration.

Since then your Council has ordered the printing in French of the Committee's Report on the Torrens System, for distribution among the members of the local Parliament, and the French newspapers of this Province.

ONTARIO LEGISLATURE.

"An Act to amend the Act respecting Assignments and Preferences by Insolvent persons." This Act still further restricts the rights of Creditors in this Province with regard to the control of insolvent estates in Ontario, and the Council communicated with the Attorney-General of Ontario, the Toronto Board of Trade, and Mr. H. W. Darling, of Toronto, recalling this Board's opposition in April, 1887, to similar discriminating legislation, and asking their assistance in defeating the passage of the Bill. Mr. Darling replied that he was in full sympathy with Montreal merchants on this question, and would communicate with the Attorney-General direct. The opposition however proved unavailing, for the Special Committee of the Legislature to whom the Bill was referred, reported it to the House without the amendments desired by this Board, and thus, as in 1857, our sister Province adopted legislation not calculated to promote that unity of feeling so desirable between us. The Council is however not without hope that at the next session of the Ontario Legislature this objectionable clause in the Act will be struck out.

THE DOMINION LIVE STOCK ASSOCIATION COMPLAINS REGARDING THE INCLUSION OF MARINE INSURANCE IN THE RATE OF FREIGHT.

On 14th May the Council was waited upon by a deputation from the Dominion Live Stock Association, which protested against the arrangement existing between the Allan, Dominion, and Beaver Steamship Lines, whereby Cattle Exporters were compelled to pay a rate of freight inclusive of insurance, and so prevented from insuring in which Company they pleased. The subject being evidently one for careful enquiry, was referred to a Committee, which sat frequently from that date

until the 18th June, when it presented its Report, which the Council unanimously adopted on the following resolution :—

Resolved,—That this Council thanks Messrs. R. Archer, Edgar Judge, and H. Montague Allan, for their arduous labours in connection with the investigation into the complaint of the Dominion Live Stock Association, and for the exhaustive report thereon presented to-day, which it hereby accepts and adopts;

That the Council, in adopting that Report, records its opinion that the practice of ship-owners forcing shippers to include insurance in the rate of freight, is wrong in principle, and opposed to free competition and the best interests of trade.

The Committee's Report is as follows :—

To the Council of the Montreal Board of Trade :

GENTLEMEN,—Your Committee, to whom was referred the protest of the Dominion Live Stock Association against the agreement between the Allan, Dominion and Beaver Steamship Lines, whereby marine insurance of all live stock carried by them is included in the rate of freight, begs to report :

That it first requested the Secretary of the Dominion Live Stock Association to formulate a statement of the grievances complained of, which was done as follows :

235 COMMISSIONERS ST., Montreal, May 16th, 1889.

GEORGE HADRILL, Esq.,

Secretary, Montreal Board of Trade,

DEAR SIR,—

In reply to your favour, the following is the substance of our President's statement to your Council on the 14th inst., viz. :—

1st. That the Allan, Dominion and Beaver Steamship Lines have entered into an agreement whereby they compel all shippers of Live Stock by their Lines to accept such Insurance Policies as they are pleased to give them, and at such rates and valuations as said steamship owners dictate.

2nd. That the Insurance Policies given the exporters per steamers on above-named lines are not such as exporters would choose were they allowed to exercise their own free-will, for the reason that they are not incorporated companies, but in "Lloyds," where the exporter would have to sue each individual member in the case of a contested claim. These Policies are not therefore considered a sufficient guarantee by the exporter.

3rd. That, if Steamship Companies are permitted to dictate to the exporters in this way, where can you draw the line? There is nothing to prevent them taking hold of another Insurance Company, that may be on the verge of bankruptcy, and compel us to take their Policies.

4th. That the "Lloyds" Policy that we are compelled to accept, or in any event pay for, is controlled by the owners and officials of the Steamship Lines. This practically leaves the whole matter of Insurance in their hands, and, in the event of a total loss of a vessel, we are afraid that we should experience a great difficulty

in recovering the amount that our Stock was insured for. In fact, we are wholly at the mercy of the Steamship Companies.

5th. If the Steamship Lines named are allowed to pursue this course, there is nothing to prevent them adopting a similar one on grain and other cargo, and thus in the Fall, when Insurance rates increase, shut out competition by steamers of other Lines; as we understand they charge an average rate during the whole season of navigation. Why try it on Live Stock and not on Grain, Cheese, &c.? Because they know that the Grain and Produce Merchants have too much influence with your Board of Trade to allow such high-handed proceedings.

6th. Hardly ever are two lots of cattle on a steamer of the same value, and an exporter who has stock covered at say sixty or sixty-five dollars per head, has to pay the same rate as those who have them insured at eighty-five and ninety dollars per head. This we claim is an injustice.

7th. We have to accept the Steamship Companies' valuation, and in most cases our stock is not insured to near their value. Then they prohibit us from placing additional insurance elsewhere, by a clause in their policy which reads that, if additional insurance is effected in any other Company, their policy is null and void and of no effect.

8th. Some of the larger exporters prefer to carry a large portion of the mortality risk on certain vessels insuring only against total loss of the vessel, but the Steamship Companies take the matter out of their hands, and, by their action, say do your business as we want you to; so, as a matter of fact, whether an exporter wants insurance or not, he is forced to pay for it.

9th. The Steamship Companies say that they entered into this combination in order to equalize rates. Now if that is their object, and they think that by doing an insurance business they can attain that end, all we ask is that they quote their rate of Insurance separate and distinct from their freight rate, and give us what is our right, viz., to accept or refuse the rates and Certificates they offer. *If they do this we are satisfied.*

10th. Statistics will prove that the export of Live Stock is a growing and important industry. If I mistake not, in point of value, it takes first rank, and we, the Live Stock exporters, claim the same privilege as those engaged in the exporting of other cargo, viz., the right of conducting our business according to our own ideas.

All we want is British fair-play, and the benefit of free and open competition, and we appeal to your influential Board to assist us in obtaining it.

We would esteem it a favour if you would allow a representative of the Cattle Exporters to appear before your Committee, in order to answer any questions and explain matters that may not be sufficiently clear.

I am, Dear Sir,

Yours very truly,

R. BICKERDIKE,
Secretary Dominion Live Stock Association.

That your Committee has met twelve times, and that the following gentlemen interested in the Live Stock Export Trade have attended one or more of its meetings, and given evidence:—

John Dunn, Presid't Dominion Live Stock Ass'n.	Andrew Allan, of H. & A. Allan.
R. Rickerdike, Sec'y.	R. A. Smith, late of H. & A. Allan.
A. W. Aikins, Cattle Exporter, Toronto.	John Lorraine, of the Dominion Line.
C. Coughlin, " London.	H. E. Murray, Agent Beaver Line.
J. A. Henry, " Chatham.	Robert Reford, Agent of the London and Bristol Lines.
M. M. Thompson, " Belleville.	E. L. Bond, British & Foreign Marine Insurance Company.
E. B. Morgan, " Oshawa.	J. H. Routh, Western Assurance Company.
John Brown, " Galt.	John Popham, Attorney, Montreal Lloyds.
E. Groff, " Berlin.	Jackson Rae, Attorney Cattle Exporters Lloyds of Canada.
John Crow, " Montreal.	Capt. Riley, Insurance Inspector, Dominion Line.
Samuel Price, " Do.	
C. M. Aeer, " Do.	
W. W. Craig, " Do.	
James Eakins, " Port Hope.	
G. H. Smith, Agent for Glasgow Exporting Firm.	

That at the outset of the enquiry the question was raised as to whether Steamship Companies are Common Carriers, for it is evident that unless they are, no one can interfere with their right to carry freight on their own terms. The question, however, being a legal one, your Committee did not consider it.

That the complaints of the Live Stock Exporters, and the replies thereto of the three Steamship Lines, may be summarized as follows;—

Live Stock Exporters' Complaints.

That an arrangement exists between the Allan, Dominion and Beaver S. S. Lines, to include Insurance of Cattle in the Freight rate upon a valuation fixed by the S. S. Co., and without giving the shipper the option of not insuring, of insuring only in part, or of insuring elsewhere.

That the Steamship Lloyds, in which the Insurance is effected, does not afford sufficient security in case of heavy losses; also, that being controlled by the Steamship Lines, shippers would be at their mercy regarding settlement of claims in event of total loss.

Replies of the three S. S. Companies thereto

That the arrangement was entered into in self-defence against the Insurance Pool of 1887; that the valuation is made by proper Inspectors in the employ of the Lloyds, and in case of partial loss the shipper has the choice of receiving amount for which insured, or the average price obtained by sale of balance of consignment; that to ensure to shippers the low rate of Insurance to which the ships of the three Lines are entitled, it is necessary for the owners to insist upon controlling the entire Insurance of Live Stock carried by them.

That shippers have for years past accepted without demur Insurance in these and similar Lloyds; that the Steamship Lines guarantee the underwriters; that the settlement of claims is made by the Advisory Board of the Lloyds, which is not under control of the Steamship Companies.

That in event of total loss the shipper loses heavily, for he receives only 90 per cent. of their value, and has to pay full freight charges.

That the rate of Insurance included in the Freight rate is an average rate, and does not vary with the season, and that the amount of the rate is the same whether the cattle be low or high priced, so that either the low pay too much or the high too little.

That the three Steamship Lines will not insure Live Stock in the Winter months, and that Exporters find the Marine Insurance Companies indifferent to the Winter business, when they do not get the underwriting in Summer.

That the evidence adduced before your Committee made it clear that the complaints of the Dominion Live Stock Association are not universally endorsed by Exporters, some of the gentlemen before named expressing their entire satisfaction with the arrangement regarding Freight and Insurance made by the three Lines, and stating that it was convenient for the shipper, that it had reduced the rate of Insurance, and that it tended to lessen the mortality by inducing extra care on the part of the ship. Against this, however, there must be set the fact that the larger number of the representatives of the Cattle Export Trade who appeared before your Committee, endorsed and emphasized the statement of the Association as submitted by its Secretary.

That those Agents of the Marine Insurance Companies (other than the Lloyds), who appeared before your Committee, represented that the arrangement between the three Steamship Lines is an unfair interference with their business, and that it is likely to work adversely to the Export Trade of this Port by causing them to withdraw from doing business here, and so placing shippers at the mercy of the Steamship Companies, who would then have the matter entirely in their own hands. The Insurance Companies, moreover, claim that the lowering of the rates of Insurance which has taken place is the result of fewer losses, and that they will insure now as cheaply, or cheaper, than the three Steamship Lines do.

That, on the other hand, evidence adduced from other sources shews that to recoup themselves for heavy losses made on outside steamers in the early part of the season of 1887, the Insurance Pool, in the Fall of that year, charged very high

That in the event of total loss the shipper does not lose heavily, for although he is paid but 90 per cent. of the value in Great Britain, and the freight charge is deducted, he saves landing and commission charges.

That the rate is not an average rate, and does vary with the season; that while the rate is the same whatever the value of the cattle, it is fixed on the lower valuation, and is no hardship to the shipper of low priced animals, whilst it is an advantage to the ordinary shipper who ships both high and low priced cattle.

That while this is true of one of the two Lloyds, it is not of the other, which will insure throughout the year; that there is no difficulty in obtaining Insurance from other Insurance Companies at any time.

rates on the first-class vessels owned by the three Companies ; the result being that the Cattle Export Trade was paralyzed, and that it was impossible for those Lines to obtain full cargoes for their vessels. To guard against a recurrence of similar inconvenience and loss, the Allan, Dominion and Beaver Steamship Lines determined early in 1888 to effect Insurance themselves on the Live Stock carried by their steamers, and to include the cost in the rate of Freight. Those Lines claimed that the risk on their vessels was very small, and that Insurance confined to them could be afforded at lower rates than by Companies taking general risks. Statistics of actual losses of Cattle during the season of 1887 seem to support these pretensions, for out of the total shipment of Cattle by all Lines via the St. Lawrence that season, aggregating 68,346 head, the three Steamship Lines named, together carried 38,162 head with a loss of 143 (0.37 per cent.), and the other Lines 30,184 head with a loss of 879 (2.91 per cent.), so that the loss of the other Lines was nine times greater per cent. than that of the three.

That after considering the evidence submitted, your Committee has arrived at following conclusions :—

1. That whilst strongly objecting to combinations of all kinds, to all unwarranted assumption of control on the part of public companies, and to arbitrary attempts at dictation or interference by such companies with the freedom which entitles a business man to conduct his own business as he may see fit, it appears to your Committee that the action of the Insurance Pool in 1887, justified the Allan, Dominion, and Beaver Lines in entering into an arrangement whereby they could effect insurance independently of that Pool, and at rates commensurate with the low risk on their high class vessels.

2. That said arrangement between these three lines does not appear to have generally been unfavourable to the Live Stock Export Trade of this Port.

3. That the lack of information on the part of the exporters regarding the constitution of the two Lloyds is responsible for some of the dissatisfaction which prevails among them, especially is this so as regards the security which the Lloyds afford to insurers. It should therefore be noted by all interested that the articles of one Lloyds make the entire fortunes of the gentlemen who compose it responsible for any claims that may accrue against that Association, and that the security afforded by the other Lloyds appears to be unquestionable. With regard to the objection urged by Dominion Live Stock Association that in case of a protested claim it would be necessary to sue each individual member of the Lloyds, your Committee has taken communication of two independent legal opinions thereon, both of which agree in stating that the whole of the members of either Association could be brought into one suit.

4. That a full review of the evidence points to the fact that the grievances of the Live Stock Association are to some extent of a sentimental character, the natural resentment of dictation on the part of the Steamship Companies ; and your Committee considers that the adoption of the rule that in case of partial loss the owner has the option of claiming price insured, or average price realized by sale of balance of consignment, and the removal of the restriction regarding effecting additional insurance elsewhere, leaves only three serious causes of complaint : (a.) That shippers

are compelled to take Insurance Policies not of their choice from the three Steamship Lines. (b.) That while shippers are obliged to carry ten per cent. of the Insurance themselves, they are not allowed to carry more. (c.) That while the Steamship Lines are prepared in case of partial loss to grant to the shipper the option of claiming the price insured for, or the price realized by sale of balance of consignment, they refuse to modify their Policies so that they shall be liable for the full value in event of total loss, a risk over which the shipper has no control.

5. That the Allan, Dominion, and Beaver Lines, having by the arrangement between them regarding freight and insurance, shewn that they can and will protect themselves from Insurance Pools, and that said arrangement having effected its object, viz., the breaking up of the Pool of 1887, your Committee is of opinion that the three Steamship Lines might with the object of removing the chief remaining causes of complaint, and without serious risk to their own interests, abandon the arrangement at close of this season, and thereafter ask tenders from the various Marine Insurance companies for the insuring of Live Stock by their respective lines, with a view to each Line accepting the lowest tender offering sufficient security, thereby affording to the Steamship Lines the advantage of the present arrangement, and to the Shipper the benefit of the lowest procurable rate of Insurance, and the privilege of effecting it himself in the Insurance Company with whom the Steamship Line he ships by has contracted.

The whole respectfully submitted.

ROBERT ARCHER,
Chairman.

EDGAR JUDGE,

H. MONTAGUE ALLAN.

I sign, objecting to the last clause,

Montreal, 18th June, 1889.

SUGGESTED RESUSCITATION OF THE DOMINION BOARD OF TRADE.

The Quebec Board of Trade having advocated the resuscitation of the Dominion Board of Trade, and enquired whether this Board would take the initiative in the premises, a reply was sent stating that should the enquiries already instituted by the Quebec Board elicit a general expression on the part of commercial organizations throughout the country in favour of resuming the meetings of the Dominion Board of Trade, the Council would be glad to address the Executive of that Board recommending that the necessary steps be taken for the purpose.

UNITED STATES WORLD'S FAIR IN 1892.

An effort was made by a Chicago committee to induce the Council to endorse Chicago as the location for the World's Fair to be held in the

United States in 1892, but the Council replied that as the question was one to be decided by the people of the United States, it would not express any opinion thereon beyond stating that it considered it would be more in the commercial interest of Canada if the exhibition were held in Chicago.

SPECULATIVE TRANSACTIONS BY EMPLOYEES.

The attention of the Council having been directed to the desirability of some restriction being placed upon the transaction of speculative business by employees in positions of trust in public or private establishments, it was suggested to the Montreal Stock Exchange that it might with advantage to the public interest adopt a similar rule to that prevailing on the London (Eng.) Stock Exchange, which is as follows:—"The Committee particularly cautions members against transacting speculative business, directly or indirectly, for or with officials or clerks in public or private establishments, without the knowledge of their employers. Members disregarding this caution are liable to be dealt with in such manner as the Committee may deem desirable."

The Council deems this matter deserving of continued attention, so many defalcations by employees being directly attributable to the circumstance that they speculated beyond their means, and it trusts that the Stock Exchange will see its way clear to adopt the suggested restrictive measures.

BY-LAW PROHIBITING IMPORTATION OF DRESSED MEAT INTO THIS CITY OBJECTED TO.

In December a deputation from the Butchers' Association of this City waited upon the Council, and asked that it would use its influence with the Corporation to procure the repeal of the recently re-enacted By-law which prohibits the importation of Dressed Meat into this City, as the Butchers considered that the regulation was an unfair and unnecessary interference with the large and growing trade in that article, and would tend to increase its cost to the consumer.

The Council after informing itself in regard to the matter, adopted the following resolution, which was communicated to the City Council:—

Resolved, That the Council of the Montreal Board of Trade, while highly appreciating the enactments which the City Council has made in the interest of the public health and welfare, and enforcing in full all its provisions to ensure the thorough inspection of all meat sold for consumption in this city, would strongly urge upon the Corporation the necessity of so shaping its regulations that the trade in Dressed

Meat should not be hampered by any restrictions that would prevent the importation of that article into this city after thorough inspection.

MONTREAL AS A DISTRIBUTING POINT.

As requested by a resolution adopted at the Annual Meeting last year, the Council appointed the following Committee to confer with the Railway Companies and other corporations, with the view of procuring their co-operation in making Montreal a point for the accumulation and distribution of grain, flour and merchandize:—Messrs. H. A. Budden (Convenor), Chas. Chaput, M. Hannan, A. G. McBean, David Robertson, and (recently added) Messrs. Edgar Judge, and A. A. Ayer.

The circumstance that the two Railway Companies are considering arrangements in the direction indicated by that resolution, delays for the present the work of that Committee.

SUMMER TERMINUS OF THE SUBSIDIZED LINE OF STEAMERS TO THE WEST INDIES.

As the Government in advertising for tenders for a line of steamers to ply between Canada, the West Indies, and South America, had not specified that Montreal was to be the terminus of the line during the season of navigation, the Council again, as in 1887, expressed to the Government its strong conviction that any such subsidized line should make Montreal its terminal port during the summer months, because (1.) unless these steamers regularly visit Montreal, the increased means of communication with the countries which they sail to would be rendered much less available as an outlet for the manufactures and products of Ontario and Quebec, and (2.) Montreal, being the meeting point of inland and ocean navigation, is in summer the natural shipping *entrepôt* of the country, and therefore the steamers would be far more likely secure the requisite amount of freight for the return voyage than from any other port.

The Toronto Board of Trade co-operated with this Board in the effort to make Montreal the summer terminus, giving as its reason that this port is the most convenient point of distribution for the majority of the population of the Dominion during the season of navigation.

The joint efforts of the two Boards however proved unavailing, for the contract has been given to a line which will make St. John, N.B., its terminal port all the year round.

Quite recently Mr. George Robertson, Vice-President of the St. John,

N.B., Board of Trade, visited this city, and addressed your Council and other members of the Board upon the advantages afforded by the establishment of a steamship line between Canada and the West Indies, and the Council, while regretting that Montreal is not to be the summer port therefor, was much interested in the statements made by Mr. Robertson regarding the possibilities for trade between Canada and the West Indies. Some of the merchants of this city have already taken advantage of the new line to send representatives to see what goods can be profitably exported to the West Indies.

AUSTRALIA AND NEW ZEALAND INTERESTED IN TRADE WITH CANADA.

As indicating the interest felt by the antipodean colonies in the possibility of developing trade relations with this country, mention is made here of the circumstance that letters have been received from the Brisbane and Dunedin Chambers of Commerce asking for information as to the prospects of trade between Canada and their respective countries,—the likelihood of the Canadian and Pacific mail steamship service being established,—and requesting to be furnished with particulars of Canadian imports and exports. Such information as could be obtained from the Canadian Pacific Railway Company regarding its projected Pacific mail service, was communicated to the two Chambers, and the other information^a afforded.

THE IMPERIAL INSTITUTE.

In August last the Council had the pleasure of receiving Sir Somers Vine, who was directed by the Prince of Wales, President of the Imperial Institute, to interview the Colonial Boards of Trade for the purpose of enlisting their interest in and support of that institution.

Sir Somers, in the course of a long and interesting address, emphasized the fact that the Institute was to be of an essentially different character from an ordinary exhibition,—it was to be a permanent exhibition of the resources of the Empire; and it was the earnest hope of the Prince and the governing body that the different Governments of the several Colonies would place in the courts of the Institute such a collection of their products as would be a truly representative one. Sir Somers added that he had received special instructions to visit Montreal, because it was the recognized commercial centre of this great country, and it was felt that if the merchants of the commercial metropolis interested themselves in the

Institute, its aims would receive considerable impetus. He concluded by stating that when sending him upon this mission the Prince of Wales had spoken as follows:—"You will, no doubt, have opportunities of speaking to the commercial communities in most of the Colonies, and I wish you to say from me that I cordially appreciate the munificent aid which I have received in establishing the Imperial Institute, not only as a memorial in itself of the Queen's reign, but as a building which every British subject may regard as representing that friendship and unity between all parts of the Empire, which I am anxious to promote; and a place in which the material interests of the United Kingdom, the Colonies and India, may be advantageously encouraged and usefully developed."

The Council expressed to Sir Somers Vine the pleasure with which it had listened to his remarks, and the cordial interest it felt in the welfare of the Imperial Institute; and desired him to convey to the Prince of Wales its assurance that every effort made by him to draw the Colonies and the mother country closer together would be promptly and heartily responded to by this Board.

CONFERENCE AT WASHINGTON OF DELEGATES FROM SOUTHERN AMERICAN NATIONS.

The Council, upon learning of this movement of the United States Government, addressed the Premier at Ottawa in regard to its apprehension that the result of the Conference might be unfavourable to the continuance and development of our trade relations with Southern America.

In view of the immense trade that may, when adequate freighting facilities are afforded, be developed between Canada and the Countries of Southern America, it is of the highest importance to us that the Imperial Government should see that England and her Colonies are placed by treaty upon an equal footing with the United States in any arrangement that may be entered into between the other Governments on this continent.

INSPECTION AND OTHER OFFICES.

Inspection of Flour and Meal.

Inspector, Louis A. Boyer. Board of Examiners, 1889:—A. E. Gagnon, Chairman; John Brodie, E. F. Craig, O. M. Gould, Jas. S. Norris.

The annual meeting of delegates from the several Boards of Examiners

for Flour and Meal was, as provided by the Inspection Law, held at this office on 24th October, under the supervision of the Secretary of your Board, Winnipeg being represented for the first time. Mr. A. E. Gagnon, of the Montreal Board was elected Chairman; and a standard of the grade "Fine", added by the Government at solicitation of last year's meeting, was selected, and has since been in operation.

Inspection of Wheat and other Grain.

Inspector, Hospice Labelle. Board of Examiners, 1889. A. G. McBean, Chairman; J. O. Lafrenière, Hugh McLennan, Robert Peddie, Adam G. Thomson.

Upon learning that an effort was being made in Manitoba to induce the Government to allow that Province to select its own Grain Standards, the Board of Examiners adopted a strong resolution against any such infringement of the principles of the Inspection law, which was forwarded by the Council with its endorsement. This representation appears to have received attention, for while the Act was amended so that the Standards of Grain grown west of Port Arthur are now selected by a Board of persons resident in Port Arthur or west thereof, and the Standards of Grain grown east of Port Arthur, as heretofore, by delegates from the various Boards of Examiners, yet it is specially provided that these Standards shall respectively govern Inspectors throughout the whole Dominion.

The Council of this and of the Toronto Boards together with their respective Boards of Examiners, are however agreed that such radical changes in the Inspection Law should not be made without opportunity being afforded for consideration thereof by the delegates who attend the annual meetings of Examiners for the selection of Standards.

In connection with this action the Corn Exchange Association adopted the following resolution:—

Resolved,—That in the opinion of this meeting it is undesirable to interfere in the general principle of the Inspection Law, but that any additions or changes deemed expedient should be recommended to the Government by the Board of Examiners also, that the appointment by Government of official weigh-masters is undesirable, and, if contemplated, should be opposed by this Association.

The following additional grade of Peas was at the suggestion of the Board of Examiners, authorized by Order in Council of 21st November, 1889: "No. 2 Quebec Peas, shall be moderately clean and sound, and grown in the Province of Quebec."

Inspection of Leather and Raw Hides.

Inspector of Leather, J. H. Mooney. Inspector of Raw Hides, A. Masson. Board of Examiners, 1889:—B. Shaw, Chairman; Thos. Ecroyd, Z. Lapierre, F. C. A. McIndoe, John Stephens.

The recommendation of the Board of Examiners, made upon the death of the Inspector in November, 1888, that a division of this office should be effected, was approved by the Government, and thereafter advertisements were inserted in the City newspapers stating that applications would be received for the Inspectorship of Leather, and for the Inspectorship of Raw Hides. The several applicants were duly examined by the Board of Examiners, and certificates of ability and fitness to perform the duties of an Inspector were issued to Mr. De Lancy Sykes (Deputy Inspector) and Mr. J. H. Mooney, for Leather, and to Mr. A. Masson (Deputy Inspector) and Mr. J. H. Mooney, for Raw Hides; the Government thereafter appointing Mr. J. H. Mooney to be the Inspector of Leather, and Mr. A. Masson to be the Inspector of Raw Hides.

Subsequently, one of the candidates who had failed to obtain a certificate, instituted legal proceedings against three of the Examiners, Messrs. C. R. Black, J. C. Holden and James Linton, to compel them to issue one to him for the leather inspectorship. The examiners contended that as the Inspection Act provides that they are "to examine and test the ability and fitness of applicants for the office of inspector," &c., they were justified in withholding certificates from applicants deemed unfit for its duties, even though they might have the necessary ability; but the Judge ruled that, as they had in giving evidence admitted that the complainant had passed a satisfactory examination as to his ability to inspect leather, they should have issued a certificate to that effect, and he ordered that one be forthwith given him; which order the Examiners complied with, omitting, however, the words "and fitness," from the certificate.

The Council then addressed an earnest representation to the Government in regard to the effect of this interpretation of the Inspection Law, and urged that the law be so amended as to render it impossible for a Board of Examiners to be compelled to issue certificates of competency to applicants for inspectorships who, in their opinion, are disqualified by reason of unfitness. The Department's reply was to the effect that it was not practicable at that period of the Session to procure the desired amendment, and the Council has, therefore, to leave to its successors in

office the duty of pressing upon the Government this most necessary revision of the Inspection Law.

It is due to the Government to mention that it assumed the cost of the expenses which the Examiners were forced to incur by the legal proceedings taken against them.

The clause of the Act providing a penalty for the stamping or numbering by other than the inspector or deputy inspector of raw hides or leather, was amended last session so that any person may mark with chalk the weight thereof.

Inspection of Beef and Pork.

Inspector, James Doheny. Board of Examiners, 1889:—R. Finlay, Peter Laing, W. Masterman, M. T. McGrail, T. S. Vipond.

Inspection of Pot Ashes and Pearl Ashes.

Inspector, Edward J. Major. Board of Examiners, 1889:—Chas. H. Cunningham, Hy. Dobell, Jno. E. Kirkpatrick, James C. Sinton, D. T. Tees.

Inspection of Pickled Fish and Fish Oil.

Inspector, none. Board of Examiners, 1889:—John Baird, R. Fairbanks, John B. McLea, J. A. Vaillancourt, T. S. Vipond.

Inspection of Butter.

Inspector, none. Board of Examiners, 1889:—A. McK. Cowie, W. M. Fuller, J. McKergow, Thos. Shaw, Geo. Wait.

OFFICES NOT INCLUDED IN THE INSPECTION LAW.

Office of Weigher, Measurer and Gauger.

Weigher, Measurer and Gauger, D. Cameron. Board of Examiners, 1889:—A. A. Ayer, Chas. P. Hébert, H. R. Ives, Jno. E. Kirkpatrick, J. A. Mathewson.

Office of Port Warden for the Harbour of Montreal.

Port Warden, Jas. G. Shaw; Deputy Warden, G. W. Morrison. Board of Examiners, 1889:—Robert Reford, Chairman; George Childs, Jno. A. Robertson, Robert Simms, John Torrance.

The report of the Port Warden for the season of navigation 1889, is as follows:—

OFFICE OF THE PORT WARDEN, }
MONTREAL, 31st Dec., 1889. }

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

GENTLEMEN,—I have the honor to submit the annual report, with statements of the receipts and expenditure of this office for the year 1889.

The season of ocean navigation was opened on the 27th April by the arrival of the steamship *Lake Nepigon*, followed by other steamers of the different lines, and on the 23rd May the first sailing vessel, the barque *Lima*, from Barbadoes, entered port.

The SS. *Montreal* was the first vessel to enter by the Straits of Belleisle, which she did on the 16th June, and met the SS. *Oregon* passing outward on that day.

It is noticeable that there was no detention, or damage by ice, to the spring fleet in the Gulf of St. Lawrence this season.

The SS. *Electrique*, of the Bossière line, was the last vessel to leave port for sea, sailing on the 23rd November: she arrived safely at Quebec, completed her loading there and proceeded to sea without detention by ice. In consequence of the deepening of the channel, no cargo has been lightered to Quebec this season, although the water has been unusually low in the river; and on the 7th August the SS. *Vancouver*, of the Dominion line, passed through, drawing twenty-seven feet two (27.2) inches, the deepest draught to this date.

Three hundred and sixty-two steamers and sailing vessels, of a total of 614,004 tons, were entered at this office, being fifty-four (54) steam and nineteen (19) sailing vessels, of 89,824 tons, over the tonnage of last year, besides those vessels engaged in the coal trade which are not entered in our books.

It is satisfactory to notice that there has been a marked increase in quantity of almost all the articles of export over last year, 9,959,286 bushels of various grain being shipped this season, and 5,690,873 last season. Of this quantity 6,672,426 bushels were corn, while in 1888 there were but 2,774,055 bushels. The balance is made up of other grain, with the exception of barley, of which there was no shipment.

In deals and lumber the increase is very large. In 1888 there were 103,041,005 feet of deals shipped to Great Britain, and 14,288,716 feet of lumber to South America, and this last season 131,268,955 feet of deals to Great Britain and 23,020,663 feet of lumber to South America. an increase of almost 37,000,000 feet, or 14.257 St. Petersburg standard deals.

Of cattle there has been the large shipment of 24,483 head, and of sheep 12,927 over and above last year, the numbers exported being 85,659 cattle and horses, and 58,683 sheep this season.

No complaints have been made against the efficiency or proper working of the office, all the members of the staff having ably assisted me in carrying on its duties, and it is again gratifying to state that no vessel of our large fleet has been lost or disabled through overloading or unseaworthiness.

Although there was a considerable reduction made by order of your Board in the fees, many articles being placed on the free list, on account of the large exportation

the amount collected has been adequate to meet the current expenses, which are about the same as in former years.

The citizens have at last arisen from their apathy concerning the requirements of the harbor, and are beginning to see its value as the great shipping port of the Dominion, and the principal cause of the increasing prosperity of this large manufacturing city. Any projected improvements must, however, be closely considered with regard to the centralizing of the shipping trade, so as to avoid the long distance cartage of goods to and from the centres of business. It would be well in this connection to look to the large space of wharfage now only partially used, and extending on the west side of the canal from St. Gabriel Locks to the entrance or first lock in the harbor. Were a new entrance lock built of sufficient size and depth, the canal and basins deepened and altered, an amount of space now lying almost idle could be made available for shipping.

I am, Gentlemen,
Yours respectfully,
JAS. G. SHAW,
Port Warden.

THE GRAIN AND PRODUCE TRADE.

Grain.—The figures of the export of grain from this port during the past season show a decided gain upon those of the preceding year, showing a total of about ten and a quarter million in 1889 against five and three-quarter million in 1888. The most encouraging feature of the year's business, however, is not in the extent of the trade, but in the fact that the increase has been gained entirely from points of production at which there existed an active competition of all the Atlantic ports for the export trade. With the exception of a small crop of peas, Canada unfortunately had no surplus of grain from crop of 1888 or 1889 to export, and the entire shipments of corn and wheat constituting the export trade of this port was drawn from the United States. The ocean tonnage capacity available throughout the season being the limit of the trade, the future prosperity of the trade of the St. Lawrence will depend upon the harbour accommodation afforded and the continued improvement of the channel oceanward.

Flour.—Although, owing to through shipments via this port, the figures of receipts and shipments for 1889 show an increase over the preceding year, the past season has been one of unusual depression, and business of a retail character. The year opened with large stocks here of high-priced flour, largely of United States manufacture, upon which the difficulty of realizing proved very great. At the close of 1889 the stocks in store here

were twenty-five thousand barrels less than at the same date in 1888, and prices are now at a comparatively low level; the short crop of wheat in Manitoba has, however, recently caused considerable firmness to be developed in the grade of Strong Bakers.

Tables shewing the receipts and shipments of grain and produce at Montreal will be found on pages 42 and 43, the aggregate of Grain, Flour and Meal for the past five years being as follows:—

	1889.	1888.	1887.	1886.	1885.
Receipts.	bush. 18,722,865	bush. 14,711,495	bush. 20,795,976	bush. 22,170,148	bush. 17,210,165
Shipments.....	15,257,678	10,207,802	18,701,767	20,884,173	15,266,781

Butter.—The receipts and shipments during the past year show a large increase over the figures for 1888, but the export movement is still considerably less than in 1887 and preceding years; this is to be accounted for by the circumstance that although the production of dairy butter is large, the quality is not suitable for export, and thus that business is restricted and this market overstocked. The increased demand for finest creamery has led to the starting of a few new creameries in Ontario and Quebec, with satisfactory results, and more are to be established during the coming season.

Cheese.—While the production of this article in 1889 was about the same as in 1888, the figures of receipts and shipments show a fair increase, owing to the fact that exporters of Northern States cheese are becoming alive to the advantage of the cool waters of St. Lawrence route for the transportation of their goods, and it is expected that shipments from that section of the country via Montreal will largely increase. The export movement to Great Britain continues to steadily improve, a result directly attributable to the superior quality of the article produced during the last few years.

The following were the receipts and shipments of Butter and Cheese at Montreal during the past five years:—

	1889.	1888.	1887.	1886.	1885.
BUTTER.	pkgs.	pkgs.	pkgs.	pkgs.	pkgs.
Receipts.	143,703	91,043	113,382	137,015	135,021
Shipments.	62,395	36,023	97,541	87,268	107,281
CHEESE.	boxes.	boxes.	boxes.	boxes.	boxes.
Receipts.....	1,183,566	1,137,372	1,059,039	1,041,480	1,119,243
Shipments.....	1,156,375	1,129,951	1,192,152	1,106,541	1,215,113

N.B.—It is estimated that about 100,000 boxes more Cheese are received annually than reported, receipts from some near points and by irregular boats not being recorded.

TOTAL SHIPMENTS OF PRODUCE TO PARTICULAR PORTS, VIA RIVER ST. LAWRENCE, FROM THE OPENING OF NAVIGATION, APRIL 27th, 1889, (first arrival from sea) TO THE CLOSE, NOVEMBER 23rd, (last departure for sea), WITH COMPARATIVE TOTALS FOR 1888.

PORTS.	Wheat bush.	Corn bush.	Peas bush.	Oats bush.	Barley bush.	Rye bush.	Flour bris.	Oatme'l bris.	Commeal bris.	Ashes Pots and Pearis bris.	Butter pkgs.	Cheese bxs.	Pork bris.	Lard bris.	Hams and Bacon boxes.	Canned Meats pkgs.	Phosp'te tons.
Liverpool.....	667,563	2,387,591	201,784				133,052	27,056		1,132	17,700	526,815	252	5,784	34,956	55,565	8,015
London.....	84,245	709,754	355,023				225,610	4,488		279	954	251,642	109	1,674	1,674	9,508	6,988
Glasgow.....	781,937	1,307,676	143,444				142,677	23,233		284	14,751	121,831	106	5,212	11,808	34,032	4,145
Abermouth.....	147,100	776,850	61,146				18,439	501		120	10,300	244,875		2,317	3,724	4,095	100
Aberdeen.....	58,451																
Bowling.....																	
Cardiff.....																	
Dublin.....		88,000															225
Dundee.....		8,030															100
Grimsby.....																	200
Hull.....																	250
Leith.....	302,931	465,769	26,123														
Newcastle.....		24,810	29,846														
West Hartlepool.....																	
Antwerp.....	12,873	90,543	14,621	19,920						92						1,720	300
Hamburg.....	27,800	623,057	37,870				1			25	1,862	533	65	70			1,491
Havre.....		72,360	44,305							350				25			
Lower Ports.....	2,283,930	6,583,950	914,162	19,920			69,213	£5,280		2,282	45,567	1,144,396	526	14,527	62,162	101,920	21,824
	1,582	3,830	1,215	3,692	5,291		196,490	3,219	2,182		9,813	1,596	10,763	659	1,583	1,197	
Total for 1889.....	2,287,512	6,589,780	925,377	23,012	5,291		715,669	58,409	2,182	2,282	55,380	1,145,991	11,284	15,186	63,745	103,117	21,824
Total for 1888.....	2,035,325	2,721,282	895,314	3,484	4,822		585,402	15,595	2,726	2,901	27,409	1,116,627	7,135	14,319	38,724	107,775	14,466
Increase or Decrease.....	254,187 Increase.	3,868,498 Increase.	30,063 Increase.	19,528 Increase.	469 Increase.		130,067 Increase.	42,904 Increase.	544 Decrease.	619 Decrease.	27,971 Increase.	29,364 Increase.	4,104 Increase.	867 Increase.	15,021 Increase.	4,658 Decrease.	7,353 Increase.

TOTAL RECEIPTS OF PRODUCE AT MONTREAL DURING THE YEAR 1889, WITH COMPARATIVE FIGURES FOR 1888.

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brls.	Oatmeal. brls.	Cornmeal brls.	Ashes, Pots and Pearls, brls.	Butter, pkgs.	Cheese, boxes.	Meats, Hams & Bacon, boxes.	Leather, rolls
Per Grand Trunk Railway.....	166,122	30,691	857,810	547,723	112,148	650	426,749	40,575	488	391	85,194	650,800	158,995	21,704
Per Canadian Pacific Railway.....	1,223,145	25,232	222,578	265,027	106,524	7,377	477,539	16,112	950	795	57,185	473,151	434	17,995
Via Lachine Canal and the River.....	2,446,839	6,852,544	193,965	111,257	64,231	68,472	64,588	68	270	516	1,324	59,825	32	67
Total, 1889.....	3,836,106	6,908,467	1,274,353	924,007	282,903	76,499	988,876	56,755	1,708	,702	143,703	1,183,566	159,461	39,766
Total, 1888.....	5,048,809	2,895,924	1,055,454	649,690	189,598	933,121	933,121	21,587	2,299	1,917	91,043	1,137,362	155,375	31,767
Increase or decrease.....	1,212,643 Decrease.	4,032,543 Increase.	219,899 Increase.	274,317 Increase.	83,305 Increase.	76,499 Increase.	35,755 Increase.	35,218 Increase.	591 Decrease.	215 Decrease.	52,660 Increase.	46,204 Increase.	24,088 Increase.	7,999 Increase.

TOTAL SHIPMENTS OF PRODUCE FROM MONTREAL DURING THE YEAR 1889, WITH COMPARATIVE FIGURES FOR 1888.

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brls.	Oatmeal. brls.	Cornmeal brls.	Ashes, Pots and Pearls, brls.	Butter, pkgs.	Cheese, boxes.	Meats, Hams & Bacon, boxes.	Leather, rolls
European, via River St. Lawrence.....	2,285,980	5,553,950	914,162	19,920	.....	69,213	519,579	55,980	.....	2,282	45,567	1,144,366	154,082	1,752
Lower Ports, via River St. Lawrence.....	1,582	5,830	11,215	3,092	5,291	.....	196,090	3,219	2,182	.....	9,813	1,595	2,780	188
Via Lachine Canal and River Steamers.....	.....	41,963	1,166	3,698	4,140	.....	71,140	348	2,353	.....	2,307	2,620	182	847
Per Grand Trunk Railway and Montreal and Champlain Railway.....	68,982	116,087	89,948	68,990	3,389	.....	87,858	165	.....	.....	4,708	7,764	3,230	2,341
Total, 1889.....	2,856,494	6,720,830	1,016,491	95,700	12,829	69,213	874,667	59,012	4,535	2,282	62,395	1,156,775	160,274	5,128
Total, 1888.....	2,171,534	2,808,276	1,016,650	78,806	14,166	.....	785,638	16,862	4,430	2,901	36,023	1,129,951	146,499	4,669
Increase or decrease.....	184,960 Increase.	3,912,554 Increase.	189 Decrease.	16,894 Increase.	1,346 Decrease.	69,213 Increase.	89,029 Increase.	42,210 Increase.	105 Increase.	619 Decrease.	26,372 Increase.	36,424 Increase.	13,775 Increase.	459 Increase.

Lowest and highest price of Flour and Wheat in Montreal during twenty-nine years.

Years.	STRAIGHT ROLLER FLOUR, per barrel of 196 lbs.		U. C. N. SPRING WHEAT, per bushel of 60 lbs.		Years.	SPRING EXTRA FLOUR, per barrel of 196 lbs.		U. C. N. SPRING WHEAT, per bushel of 60 lbs.	
	\$ c.	\$ c.	\$ c.	\$ c.		\$ c.	\$ c.	\$ c.	\$ c.
1889†	4 50	@ 5 95	1 12	@ 1 27	1875	4 10	@ 6 00	1 00	@ 1 36
1888†	4 00	.. 6 25	0 82	.. 1 26	1874	4 40	... 5 85	1 00	.. 1 36½
	SPRING EXTRA.				1873	5 50	.. 6 55	1 24	.. 1 55
1887	3 40	@ 3 65	0 80	.. 0 97	1872	5 65	.. 6 80	1 30	.. 1 55
1886	3 30	.. 3 90	0 79	.. 0 94	1871	4 90	.. 6 60	1 17	.. 1 45
1885	3 40	.. 4 90	0 83	.. 1 07	1870	3 95	.. 6 30	0 90	.. 1 35
1884	3 35	.. 5 15	0 81	.. 1 20	1869	4 10	.. 5 50	0 95	.. 1 18
1883	4 55	.. 5 35	1 04	.. 1 20	1868	4 80	.. 7 65	1 08	.. 1 75
1882	4 60	.. 6 25	1 04	.. 1 50	1867	6 75	.. 9 45	1 47½	.. 2 00
1881	4 95	.. 6 65	1 18	.. 1 50	1866	5 40	.. 8 25	1 16	.. 1 60
1880	5 05	.. 6 10	1 13	.. 1 40	1865	4 20	.. 6 75	0 96	.. 1 30
1879	3 90	.. 6 35	0 98	.. 1 43	1864	3 75	.. 4 60	0 85	.. 0 98
1878	3 92½	.. 5 35	0 85	.. 1 25	1863	3 85	.. 4 57½	0 87	.. 1 00
1877	5 10	.. 8 50	1 16	.. 1 63½	1862	4 10	.. 6 10	0 91	.. 1 08
1876	4 45	.. 5 50	1 03	.. 1 22½	1861	4 00	.. 5 60	0 90	.. 1 15

* In 1877 and 1884, Spring Extra Flour ruled highest before the opening of navigation, and previous to any movement in Wheat.

† Straight Roller having become the leading grade, quotations thereof were in 1888 substituted for Spring Extra.

INSPECTION OF FLOUR.

The quantities of Flour inspected in Montreal during the past twenty-nine years were as follows:—

Year.	Quantity.	Year.	Quantity.	Year.	Quantity.	Year.	Quantity.
	Barrels.		Barrels.		Barrels.		Barrels.
1889	65,294	1882	266,329	1875	440,877	1868	497,660
1888	95,732	1881	253,752	1874	499,486	1867	404,320
1887	126,196	1880	248,428	1873	460,341	1866	260,130
1886	155,289	1879	273,832	1872	430,992	1865	246,658
1885	195,625	1878	347,030	1871	472,277	1864	363,454
1884	227,270	1877	329,588	1870	556,459	1863	618,520
1883	279,433	1876	451,529	1869	429,655	1862	626,691
						1861	651,837

The various quantities of the different grades of Flour inspected here, for 1889 being as follows:—

GRADE.	1889. Barrels.	GRADE.	1889. Barrels.
Patent, Winter.....	58	Strong Bakers.....	53
Patent, Spring.....	None	To Sample.....	7,349
Straight Roller.....	29,155	Sour.....	1,230
Extra.....	17,576	Rejected.....	1,979
Superfine.....	7,894		

STOCKS OF WHEAT AND FLOUR IN STORE AT MONTREAL.

DATE.	1889.		1888.		1887.	
	Flour, brls.	Wheat, bush.	Flour, brls.	Wheat, bush.	Flour, brls.	Wheat, bush.
January 5.....	98,263	603,541	34,689	137,369	41,732	239,107
" 12.....	98,298	558,560	34,692	159,550	41,743	255,264
" 19.....	96,501	556,560	34,062	193,150	40,447	269,251
" 26.....	96,501	467,981	34,357	203,150	41,220	283,953
February 2.....	96,821	471,891	34,843	202,375	40,132	286,748
" 9.....	94,611	479,644	33,849	217,492	40,732	296,015
" 16.....	94,925	485,291	35,862	232,068	42,598	295,998
" 23.....	92,646	433,636	36,337	232,068	42,587	280,438
March 2.....	95,737	433,550	35,099	247,400	44,307	296,504
" 9.....	97,882	438,882	35,515	265,642	44,558	291,505
" 16.....	99,554	438,499	34,001	279,068	45,152	298,557
" 23.....	98,923	432,004	31,361	285,068	48,105	324,922
" 30.....	101,460	425,598	32,401	304,568	46,472	367,772
April 6.....	103,366	436,554	32,556	335,103	47,985	407,836
" 13.....	104,953	449,443	31,602	371,603	47,982	449,392
" 20.....	104,819	454,359	32,662	406,603	48,397	459,600
" 27.....	98,462	460,385	32,330	422,001	48,172	470,051
May 4.....	99,752	496,777	32,948	526,603	49,054	472,119
" 11.....	97,728	553,662	32,991	620,453	54,668	503,914
" 18.....	97,931	472,509	34,913	348,650	47,647	299,339
" 25.....	96,796	535,771	37,612	421,181	50,164	339,380
June 1.....	94,744	413,887	45,665	261,991	47,950	274,027
" 8.....	95,874	368,437	50,760	237,799	50,373	222,884
" 15.....	92,496	402,171	55,598	229,766	47,918	260,672
" 22.....	87,367	419,009	55,329	346,793	49,792	301,532
" 29.....	83,838	415,985	62,014	327,778	50,278	373,583
July 6.....	80,627	411,183	56,765	266,480	46,183	340,301
" 13.....	76,498	407,002	56,767	282,601	43,875	508,782
" 20.....	72,380	407,902	56,770	334,388	42,760	493,637
" 27.....	70,685	379,787	57,136	363,882	36,190	631,145
August 3.....	71,243	297,550	56,982	374,624	31,917	616,610
" 10.....	70,348	319,508	62,301	253,117	27,938	685,650
" 17.....	70,707	366,262	62,667	319,526	27,211	584,414
" 24.....	69,640	343,081	63,160	292,761	26,539	570,252
" 31.....	66,440	334,273	62,690	308,255	25,106	510,748
September 7.....	68,641	283,693	57,209	319,719	24,430	441,143
" 14.....	62,217	281,300	63,177	382,940	23,260	471,424
" 21.....	61,782	242,978	62,016	390,218	23,264	441,677
" 28.....	61,825	233,997	53,513	425,334	22,722	360,643
October 5.....	61,066	238,212	49,077	391,823	23,466	349,808
" 12.....	63,367	250,326	56,502	407,767	22,545	370,648
" 19.....	61,762	245,852	63,164	373,571	25,713	410,787
" 26.....	56,258	158,382	65,727	317,572	25,437	393,885
November 2.....	57,716	143,982	73,223	301,447	31,036	346,280
" 9.....	58,506	220,644	78,693	273,502	32,181	198,688
" 16.....	59,484	235,399	79,979	263,169	30,947	189,270
" 23.....	58,240	244,888	85,301	252,776	32,673	129,778
" 30.....	59,407	206,258	88,633	347,005	31,532	118,411
December 7.....	62,317	248,634	92,787	423,919	32,363	116,412
" 14.....	65,258	265,138	91,174	527,461	34,561	123,150
" 21.....	66,053	277,231	96,843	586,805	34,145	125,150
" 27.....	67,628	276,658	93,769	592,698	35,541	126,350
			94,002	600,352	34,689	137,369

The visible supply of Grain comprising the stocks in granary at the principal ports of accumulation at lake and seaboard ports, and in transit by water, 28th December, 1889:—

IN STORE AT	Wheat. Bushels.	Corn. Bushels.	Oats. Bushels.	Rye. Bushels.	Barley. Bushels.
New York.....	5,321,327	1,215,205	1,195,878	135,230	97,755
“ afloat.....	677,000	49,800	87,800	155,400	297,100
Albany.....	.....	73,100	54,700	51,500	45,500
Buffalo.....	3,006,521	203,857	20,474	24,498	253,818
“ afloat.....	.....	.....	.....	.....	.....
Chicago.....	5,101,274	1,771,128	1,707,633	486,712	324,408
“ afloat.....	.....	.....	.....	.....	.....
Milwaukee.....	962,075	2,506	3,470	122,745	289,632
“ afloat.....	.....	.....	.....	.....	.....
Duluth.....	4,363,181	323,826	283,385	.....	.....
“ afloat.....	73,090	.....	.....	.....	.....
Toledo.....	944,645	191,089	35,967	19,180	2,864
Detroit.....	505,885	65,412	178,407	5,876	37,222
Oswego.....	42,000	45,000	.....	.....	490,000
St. Louis.....	2,058,030	1,879,650	349,272	35,244	111,924
“ afloat.....	.....	96,461	.....	.....	.....
Cincinnati.....	28,000	9,000	2,000	11,000	104,000
Boston.....	108,374	178,051	184,808	50,804	28,050
Toronto.....	122,406	.....	6,624	4,404	171,428
Montreal.....	354,269	19,409	63,008	9,584	86,403
Philadelphia.....	404,085	839,268	120,493	.....	.....
Peoria.....	35,998	456,518	321,734	78,024	42,782
Indianapolis.....	209,164	59,000	224,449	700	.....
Kansas City.....	209,266	147,044	30,333	3,075	2,231
Baltimore.....	1,184,449	1,386,505	141,295	34,950	.....
“ afloat.....	.....	.....	.....	.....	.....
Minneapolis.....	7,680,055	108,383	167,496	.....	.....
St. Paul.....	365,000	.....	.....	.....	.....
On Mississippi River.....	.....	169,139	1,825	.....	.....
On Lakes.....	.....	.....	.....	.....	.....
On Canal and River.....	.....	.....	.....	.....	.....
Total Dec. 28, 1889.....	33,756,004	9,289,352	5,121,051	1,228,926	2,385,117
“ Dec. 29, 1888.....	38,311,447	8,497,150	8,624,162	1,678,838	2,803,901
“ Dec. 31, 1887.....	44,421,130	6,025,258	5,976,781	295,221	3,498,957
“ Jan. 1, 1887.....	62,729,869	13,783,114	5,026,610	435,429	2,785,793
“ Jan. 2, 1886.....	58,645,325	10,255,337	3,419,251	2,393,768	774,819
“ Dec. 26, 1885.....	58,431,813	8,320,695	2,880,968	2,327,152	815,075
* “ Jan. 3, 1885.....	43,366,972	4,754,497	2,347,970	1,751,994	567,221
* “ Dec. 27, 1884.....	43,382,190	4,124,812	2,319,974	1,935,587	624,343
* “ Dec. 29, 1883.....	35,507,400	9,695,044	6,229,342	3,292,196	2,673,349
* “ Dec. 30, 1882.....	21,048,017	9,104,137	4,423,374	3,010,154	1,470,085
* “ Dec. 24, 1881.....	17,924,617	17,382,227	2,754,109	2,892,101	1,317,978
* “ Dec. 25, 1880.....	30,007,418	16,921,123	3,859,694	3,185,241	873,360
* “ Dec. 27, 1879.....	28,634,366	10,175,216	2,795,105	4,529,297	1,091,333
* “ Dec. 28, 1878.....	18,283,791	8,525,819	2,700,310	5,248,452	1,722,955

* Minneapolis and St. Paul not included.

STOCKS OF WHEAT AND CORN IN STORE IN LONDON AND LIVERPOOL ON
THE 31ST DECEMBER, FOR THE LAST FOURTEEN YEARS.

YEAR.	LONDON.		LIVERPOOL.	
	WHEAT, qrs.	CORN, qrs.	WHEAT, qrs.	CORN. qrs.
1889	235,000	75,000	295,000	115,000
1888	410,000	55,000	560,000	95,000
1887	275,000	40,000	760,000	75,000
1886	225,000	.....	350,000	55,000
1885	615,000	55,000	735,000	65,000
1884	370,000	25,000	390,000	40,000
1883	975,000	55,000	873,000	75,000
1882	430,000	25,000	623,000	38,000
1881	330,000	55,000	265,000	155,000
1880	235,000	55,000	115,000	125,000
1879	450,000	55,000	470,000	55,000
1878	290,000	150,000	150,000	180,000
1877	520,000	40,100	353,000	50,000
1876	345,000	215,000	311,000	139,000

On passage to United Kingdom 31st December, 1888 : Wheat, 2,273,000 qrs.; Corn, 231,000 qrs.; 31st December, 1889 : Wheat, 2,082,000 qrs.; Corn, 372,000 qrs.

The receipts and shipments of Wheat at Chicago, during the past nineteen years, were :

YEAR.	RECEIPTS, bush.	SHIPMENTS, bush.	IN STORE AT CLOSE, bush.
1889	18,762,647	16,138,825	5,101,274
1888	13,183,360	12,156,826	4,659,313
1887	21,411,249	26,850,576	5,329,150
1886	16,771,743	15,750,129	13,026,608
1885	19,266,772	13,265,223	14,459,855
1884	26,397,587	21,046,577	13,254,906
1883	20,364,155	11,728,754	11,800,415
1882	23,008,596	19,767,884	5,196,906
1881	15,077,651	17,474,541	3,824,796
1880	23,541,607	22,796,288	7,175,062
1879	33,925,423	31,944,927	7,534,198
1878	29,743,557	24,211,739	5,556,662
1877	14,350,658	15,096,123	1,406,685
1876	16,574,058	14,361,950	3,380,189
1875	24,206,370	23,184,339	3,280,254
1874	30,177,026	27,353,635	2,105,779
1873	25,167,516	23,076,644	1,645,000
1872	12,624,141	12,160,046	1,200,000
1871	14,439,656	12,005,649	1,280,000

The receipts and shipments of Wheat at Milwaukee, during the past nineteen years, were :

YEAR.	RECEIPTS. bush.	SHIPMENTS. bush.	IN STORE AT CLOSE, bush.
1889*	7,087,371	1,514,912	962,065
1888*	7,985,934	2,547,695	1,073,632
1887*	9,450,000	5,000,000	2,031,054
1886*	8,527,080	4,837,271	3,139,699
1885*	9,846,894	5,424,312	3,737,438
1884*	10,167,521	4,161,437	2,640,190
1883	9,278,922	3,109,439	2,630,310
1882	8,058,422	2,193,539	846,940
1881	10,176,098	7,992,665	908,789
1880	11,756,463	9,952,629	2,551,782
1879	19,649,352	15,060,222	3,685,081
1878	21,763,312	17,254,453	2,584,000
1877	19,814,949	18,298,485	714,235
1876	18,174,817	16,804,394	1,723,195
1875	27,878,727	22,681,020	3,234,000
1874	25,628,143	22,255,380	1,400,000
1873	28,457,937	24,994,266	1,308,000
1872	13,618,959	11,570,575	750,000
1871	15,686,611	13,409,467	1,226,058

* Exclusive of through movement. All previous years include this movement.

OBITUARY.

Mr. James McDougall, died 25th May, 1889. The death of Mr. James McDougall, one of the original members and founders of the Corn Exchange Association, called forth special manifestations of sorrow from the members of that organization, by whom he was universally esteemed for his integrity and nobility of character. The Association, after adopting resolutions expressing its grief at the loss of so old and worthy a member, and its sympathy with his family, adjourned to attend the funeral.

CHANGES IN THE COUNCIL AND BOARD OF ARBITRATION.

Mr. Jonathan Hodgson, who was elected to membership on the Council, resigned in view of the large representation thereon of the Dry Goods trade; and Mr. W. W. Ogilvie resigned from the Board of Arbitration on account of his election as a member of Council.

The Council elected Mr. M. Hannan, as representing the Produce trade, in place of Mr. Hodgson, and Mr. L. Tourville to fill the vacancy on the Board of Arbitration.

"TICKER" QUOTATIONS.

An effort made by the Chicago Board of Trade, with which your Council was in full sympathy, to deprive "Bucket Shops" of its market quotations, led to the entire withdrawal for a time from the public of those quotations, thus precluding this Board from obtaining them direct as heretofore. An arrangement was, however, temporarily effected with a member of this Board who is also a member of the Chicago Board, under which the quotations were, with the consent of the Chicago Board, received over this Board's "Ticker," and subsequently a new arrangement was concluded whereby they are supplied direct to this Board; but the company which arranges for the telegraphing of "Ticker" quotations declining any longer to supply this Board with them for the same price as paid by firms or individuals, the Council approved the payment of the advanced charge of one hundred dollars per month.

Much to the Council's regret, the effect of certain legal proceedings taken against the Chicago Board, has been that it has abandoned, for the present, its effort to withhold its quotations from persons who make unlawful use thereof.

A SECOND TELEPHONE SUPPLIED FOR USE OF MEMBERS.

It having become evident that one telephone was insufficient for members' requirements, the Council, in March last, ordered that another "Bell" instrument be supplied for their use, and it has proved a great convenience, especially during 'Change hour.

CORN EXCHANGE ANNUAL EXCURSION.

The annual excursion of the Corn Exchange Association was held on 5th September, and this year took the shape of a sail down the river on the steamer "Three Rivers" without touching at any point. The weather was very favourable, and the outing proved a most enjoyable one, reflecting great credit on the Committee who had charge of the arrangements.

THE READING ROOM.

The list of newspapers and periodicals supplied to the Reading Room of the Board has recently been revised, the following additions being made thereto:—*New York Daily Tribune*, *Cosmopolitan*, *Paris Illustré*, *Speaker*, *New Review*, *Murray's Magazine*, *Macmillan's Magazine*, *Art and Literature*.

List of Newspapers, Periodicals, &c., to be supplied to the Montreal Board of Trade Reading Room during the year 1890.

CANADIAN.

DAILY.

Montreal.....	Gazette. Herald. La Patrie. La Minerve.
Toronto.....	Globe. Mail. Empire.
Quebec.....	Chronicle.
Ottawa.....	Citizen.
Hamilton.....	Evening Times.
London.....	Free Press.
Winnipeg.....	Manitoba Free Press.
Halifax.....	Chronicle.
St. John.....	Sun.
Charlottetown.....	Patriot.

WEEKLY.

Ottawa.....	Canada Gazette.
Quebec.....	Official Gazette.
Montreal.....	Canadian Journal of Fabrics. Canadian Journal of Commerce Canadian Trade Review. Trade Bulletin. Le Prix Courant. Shareholder. Real Estate Record. Le Moniteur du Commerce. Dominion Illustrated.
Toronto.....	Monetary Times. Canadian Grocer. Week. Grip.
Winnipeg.....	Commercial.
Victoria, B.C.....	British Colonist.

MONTHLY.

Montreal.....	Insurance & Finance Chronicle. Dominion Grocer. Canadiana.
Toronto.....	Monthly Weather Review. Insurance Budget.

COLONIAL.

DAILY.

St. John's, Newfoundland.....	Evening Telegram.
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AMERICAN.

DAILY.

New York.....	Herald. Tribune. Evening Post. Commercial Bulletin. Journal of Commerce. Courrier des Etats-Unis.
Boston.....	Herald.
Baltimore.....	American.
Buffalo.....	Courier.
Chicago.....	Tribune.
Minneapolis.....	Tribune.
Toledo.....	Blade.
Detroit.....	Free Press.

WEEKLY.

San Francisco.....	Weekly Call.
St. Louis.....	Weekly Globe Democrat.
New Orleans.....	Weekly Times Democrat.
Detroit.....	Weekly Free Press.
Cincinnati.....	Price Current.
Chicago.....	Farmers' Review. Daily Business.
New York.....	Trafton's Circular. Produce Exchange Circular. "Bradstreets." Engineering & Mining Journal Financial & Mining Record. Harper's Weekly. Scientific American & Supplement Forest and Stream.

FORTNIGHTLY.

New York.....	Art Interchange.
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MONTHLY.

New York.....	Harper's Magazine. Century Magazine. Scribner's Magazine. Cosmopolitan. Outing. North American Review. Office. Popular Science Monthly. Humboldt Library. Art Amateur. Art Age. [American. Architects' Edition Scientific
Boston.....	Atlantic Monthly.
Indianapolis.....	Millstone.
Milwaukee.....	U. S. Miller.
St. Louis.....	Miller & Milling Engineer

BRITISH.

London.....	Times, (tri-weekly edition). Daily News.
Glasgow.....	Daily Herald.

WEEKLY.

London.....	Graphic. Illustrated London News. Builder. Punch. Judy. Fun. Field. Truth. Pall Mall Budget. Athenæum. Spectator. Saturday Review. Speaker. Public Opinion. Economist. Mark Lane Express. Canadian Gazette.
Liverpool.....	Weekly Mercury.
Manchester.....	Weekly Courier.
Edinburgh.....	Weekly Scotsman.
Dublin.....	Weekly Irish Times.

MONTHLY.

London.....	Chamber of Commerce Journ.
	British Trade Journal.
	Board of Trade Journal, (Gov.)
	European Mail.
	Fortnightly Review.
	Nine centh Century.
	Contemporary Review.
	Universal Review.
	New Review.
	Murray's Magazine.
	Macmillan's Magazine.
	English Illustrated Magazine.
	Illustrations.
	Leisure Hour.
	Art Journal.
	Magazine of Art.
	Portfolio.
	Century Guild Hobby Horse.
Edinburgh.....	Blackwood's Magazine.
	Scottish Art Review.
	Art and Literature.

CONTINENTAL.

WEEKLY.

Paris.....	Paris Illustré.
	Le Figaro.
	L'Echo Agricole.

FORTNIGHTLY.

Paris.....	Revue des deux Mondes.
	L'Art.

SHIPPING REGISTERS.

WEEKLY.

New York.....	Maritime Shipping Register.
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YEARLY.

London.....	Lloyd's Register.
New York.....	American Record.

BRANCH ASSOCIATIONS.

Montreal Wholesale Grocers' Association.—This Association continues to find its connection with this Board satisfactory, and holds its monthly and other meetings in the Board Room. On the occasion of the holding in this city of the annual meeting of the Dominion Wholesale Grocers Guild, the Council was glad to render a service to the local Association, and to the visiting Delegates, by placing the Reading Room of this Board at its disposal for the sessions thereof, and the act was courteously acknowledged by a special resolution of thanks.

Montreal Wholesale Dry Goods Association.—Towards the close of the year the wholesale dry goods merchants of this city held several meetings, which resulted in the formation of the Montreal Wholesale Dry Goods Association as a Branch Association of this Board. The new Association numbers twenty-nine members, and includes, with the exception of one or two firms, the entire wholesale dry goods trade of this city. A list of the officers and members will be found on page .

NEW PREMISES.

This most important matter has received continued attention by a committee of the Council, and several sites have been under consideration, the committee being now agreed in favour of two or three of these. It is not, however, advisable at present to communicate particulars to the membership of the Board, but the Council has resolved to ask authority from the Board at the forthcoming annual meeting to select and purchase a site.

MONTREAL BOARD OF TRADE.

OFFICE-BEARERS AND MEMBERS FOR 1889.

PRESIDENT : JAS. P. CLEGHORN.

1ST VICE-PRES. : JACQUES GRENIER. 2ND VICE-PRES. : ROBERT ARCHER.

TREASURER : EDGAR JUDGE.

COUNCIL :

H. MONTAGUE ALLAN,
H. A. BUDDEN,
CHAS. CHAPUT,
A. F. GAULT,

E. B. GREENSHIELDS,
M. HANNAN,
W. W. O'ILVIE,
ROBERT REFORD,

JAMES SLESSOR,
GEO. W. STEPHENS,
WM. WAINWRIGHT,
HON. J. K. WARD,

BOARD OF ARBITRATION.

ANDREW ALLAN,
HON. GEO. A. DRUMMOND,
CHAS. H. GOULD,
CHAS. P. HEBERT.

F. W. HENSHAW,
JONATHAN HODGSON,
JOHN KERRY,
EDWARD MURPHY,

HUGH McLENNAN,
R. T. ROUTH,
H. SHOREY,
LOUIS TOURVILLE.

Secretary - - - - - GEO. HADRILL.

MEMBERS :

Acer, C. M.	Atkin, Jno.	Baynes, E. A.	Black, Lewis S.
Adams, J. D.	Atkinson, M. B.	Beard, Geo. T.	Blackader, C. H.
Adams, R. C.	Ault, Chas.	Beattie, Jno.	Blackwell, K. W.
Alexander, Chas.	Austin, Hy. H.	Beauchamp, Louis.	Blaklock, G. H. E.
Alexander, Jno. R.	Austin, Sam. T.	Beaudry, J. A. U.	Blaklock, W. M.
Allan, Alex.	Ayer, A. A.	Beaudry, J. N.	Bland, Geo.
Allan, Andrew.	Baby, Horace.	Beaugrand, H.	Blue, Walter.
Allan, Andrew A.	Bacon, F.	Becker, Albert.	Boas, B. A.
Allan, Brice J.	Bacon, Thos. P.	Belair, Adolphe P.	Boas, Foodor.
Allan, Hugh A.	Badenach, Thos.	Bellew, H. F.	Boden, Chas.
Allan, H. Montague.	Badgley, John C.	Benjamin, F. P.	Boivin, Guil.
Allan, Jno. S.	Baile, Andrew.	Bennett, A. F.	Boivin, Leonard I.
Allard, Louis.	Bailey, Jas.	Bennett, S. J.	Bolton, R.
Allen, Jas.	Baillie, Jno.	Benson, A. A.	Bond, Ed.
Allen, Jos.	Bain, Jas. W.	Renson, W. Townley.	Booth, W.
Alston, Jos. E.	Baird, C. J.	Bentley, D.	Bordeau, Jos.
Ames, E. F.	Baird, Jno.	Bessette, D. Z.	Borgzeimer, L.
Ames, Herbert B.	Baird, John, jr.	Bickerdike, R.	Bossé, Chas. L.
Anderson, A.	Baker, Joel C.	Biggar, E. H.	Bossiere, René.
Anderson, Chas. H.	Balfour, J. Hutton.	Hillingslev, Fred.	Botterell, E. H.
Anderson, D.	Bannister, J. F.	Binks, C. H.	Bourguin, Geo.
Anderson, Jas. D., sr.	Barbeau, E. J.	Binmore, Fred.	Bousquet, J. S.
Anderson, Jas. D., jr.	Barbeau, Hy.	Binmore, J. E.	Boyd, J. A.
Anderson, Jno.	Barnard, H. A.	Binns, T. W. C.	Boyd, R. E.
Anderson, Robt. J.	Barry, Geo.	Birss, Jas. H.	Boyd, W. E.
Andrews, W. M.	Barthe, L. A. P.	Birks, Arthur.	Boyd, W. G. E.
Angus, Wm.	Batterbury, F. R.	Bishop, Geo.	Boyer, L. A.
Archer, Robt.	Battersby, D.	Black, Chas. R.	Bragg, Henry.
Armstrong, C. N.	Baumgarten, A.	Black, Ed.	Braidwood, F.
Arnott, Jno. R.	Baylis, Jas.	Black, Jas. F. D.	Brainerd, Thos. C.
Arnton, Wm. H.		Black, Jno.	Brais, L. A.

LIST OF MEMBERS.—Continued.

Brault, L.	Caverhill, Jno. L.	Currie, Jas.	Edwards, J. P.
Brayley, J. W.	Cayford, Jas. H.	Currie, Wm.	Ekers, H. A.
Brice, A. J.	Chabot, J. N.	Cushing, J. A.	Elliott, E.
Brice, E. A.	Chaffee, A. B.	Cushing, Thos.	Elmenhurst, W. R.
Brissette, M. H.	Chandler, Clarence E.	Cusson, Alexis.	Esdaile, C. B.
Brock, Jeffrey G.	Chandler, F. C.	Cuttle, Jas. A.	Esdale R. M.
Brodie, H.	Chanteloup, E. A.		Euard, Wm.
Brodie, Jno.	Chapleau, J.	Dalrymple, Jas.	Evans, Alf. B.
Brophy, Jas.	Chapman, W. B.	Darling, Jas.	Evans Edwyn
Brophy, Thos.	Chaut, Chas.	Darling, Thos.	Evans, F. W.
Brossard, M.	Charlebois, A.	Darling, Wm.	Evans, Jas. S.
Brousseau, D. C.	Chevalier, Louis	Dartnell, Ed. F.	Evans, Robert
Brown, Andrew.	Childs, Geo.	Davidson, Jas.	Evans, Williams
Brown, Fayette.	Childs, Geo. A.	Davidson, Thos.	Evans, William B.
Brown, Geo.	Chipman, Jas. B. M.	Davis, Eugenie H.	Evans, W. Herbert
Brown, Geo. S.	Chipman, W. W. L.	Davis, Louis.	Eveleigh, Jos.
Browne, Jno. J.	Chisholm, C. J.	Davis, M.	Ewan, Alex.
Brown, Thos.	Christmas, T. H.	Davis, Maurice E.	Ewing, A. S.
Brown, Thos. B.	Claggett, C. C.	Davis, Mortimer B.	Ewing, S. H.
Brown, T. V. R.	Clark, A. C.	Davis, S.	Ewing, S. W.
Brown, W. Godbee.	Clark, Esmonde L.	Dawes, J. P.	Ewing, Wm.
Browning, A.	Clark, Jas. T.	Dawson, B., jr.	
Browning, L. S.	Clarke, Andrew	Dawson, Chas. F.	Fairbairn, John
Bruneau, L. P.	Claxton, Fred J.	Dawson, Sam. E.	Fairbanks, Rufus
Brush, Geo. S.	Claxton, T. James.	Dawson, Wm. V.	Farquharson, John
Bryson, H. E.	Cleghorn, J. P.	DeLisle, M. Nolan.	Farrell, William
Buchanan, S. Percy.	Clendinneng, Wm.	Delorme, C. E.	Featherstone, A. M.
Buchanan, W. J.	Clendinneng, Wm. jr.	Delorme, Gustave.	Featherstone- haugh, E. C. B.
Bucknall, J. M.	Cliff, R. S.	Desaulniers, A. A. L.	Fenwick, W. J.
Budden, H. A.	Clouston, C. J.	Desbarats, Geo. E.	Ferguson, D.
Bullick, Jno. S.	Clouston, E. S.	Desjardins Alph (M.P.)	Ferguson, John S.
Bulling, W. B.	Cochrane, Hon. M. H.	Destroimaisons, G.	Ferguson, W. B.
Bulmer, Ed.	Coghlin, B. J.	DeWitt, Jno.	Finlay, R.
Bulmer, H.	Cole, Frank F.	DeWitt, W. A.	Fish, E. J.
Bulmer, Henry, jr.	Cole, Fred R.	DeWitt, W. F. C.	Fogarty, Jeremiah
Bulmer, Jno. A.	Colson, C. E.	Dieterle, Wm.	Fogarty, T. F.
Bulmer, Thos. C.	Conroy, Thomas.	Dillon John.	Foley, M. S.
Buntin, Alex.	Cookson, S.	Dillon, J. St. G.	Forget, L. J.
Burland, J. H.	Corbett, J.	Dobell, H.	Forget, R.
Burland, Geo. B.	Coristine, Jas.	Dodwell, L. E.	Forman, John
Burnett, G. F.	Coristine, T. J.	Donahue, Wm.	Foster, C. C.
Burnett, Jas.	Corneille, Chas. C.	Donnelly, John T.	Fraser, A. D.
Burstall, Jno.	Costigan, John	Donnelly, P.	Fraser, D. Torrance
Byrd, Chas.	Costigan, Rich.	Doucet, Louis.	Fraser, Donald
	Costigan, W. T.	Doucet, Pierre.	Fraser, George B.
Cains, Geo. L.	Couillard, Auguste.	Dougall, Jas. S. N.	Fraser, John
Caldwell, W. Alex.	Coulson, R. B.	Dougall, J. R.	Fraser, N. J.
Campbell, C. C.	Coulson, Samuel.	Doyle, Jno. E.	Furniss, E. L.
Campbell, David, sr.	Coulson, Samuel.	Drummond, Hon. G. A.	Fyfe, James
Campbell, David, jr.	Cowan, John.	Drummond, Geo. E.	
Campbell, David N.	Cowan, John.	Drummond, H. R.	Gagnon, E. A.
Campbell, Geo. A.	Cowans, R.	Drummond, M.	Galarneau, Leopold.
Campbell, W. M.	Cowie, A. McK.	Drummond, Thos. J.	Galarneau, P. M.
Cameron, Duncan.	Cowper, Alex.	Drysdale, David.	Galbraith, Wm.
Cameron, Geo. A.	Cox, J. P.	Duchesneau Jos.	Galibert, Emile.
Can. Pac. Ry. Frt. Agt.	Coyle, F. J.	Duckett, Frank.	Gairdner, Robert H.
Do. Foreign Frt. Office.	Craig, E. F.	Duff, J. M. M.	Gardner, Frederick
Cantin, A.	Crane, T. A.	Duffy, J. J.	Gardner, Jas.
Cantlie, Geo. S.	Crawford, David.	Dufresne, C. A.	Gardner, John
Cantlie, Jas.	Crawford, J.	Dufresne, Ovide, jr.	Gardner, W. S.
Carnegie, Jas. H.	Creak, Geo.	Duncan James N.	Garth, Charles.
Carruthers, Jas.	Crofts, H. W.	Ducan, John	Garth, Henry W.
Carsley, S.	Crombie, A. M.	Dunlop, A. F.	Garth, John N.
Carter, Stewart F.	Crossby, Peter A.	Dunlop, Graham, C.	Gaucher, G. G.
Carter, T. Henry.	Crowdy, Geo. J.	Dupont, W. D.	Gault, A. F.
Cassidy, J. L.	Cumminff, A. C.	Durand, James E.	Gault, C. E.
Cassils, Chas.	Cumming, W. T.	Durnford, A. D.	Gault, John.
Cassils, John.	Cundill Francis.	Duverger, Henri	Gault, Leslie H.
Cassils, John S.	Cunningham, Chas. H.	Dyer, W. A.	Gault, R. L.
Cassils, Wm.	Cunningham, Jas.		Gaunt, R. L.
Caverhill, Frank.	Cunningham, Wm.	Eeroyd, Thomas	Gauthier, T.
Caverhill, G.	Currie, F. P.		

LIST OF MEMBERS.—Continued.

- Gear, Wm.
 Geoffron, L. N.
 Gibsons, John F.
 Gilbert, E. E.
 Gilbert, P. H.
 Gillespie, J. A.
 Gilmour, Alex. Y.
 Gilmour, Jas. D.
 Gilmour, J. Y.
 Gilmour, Thomas.
 Girard, Auguste.
 Giroux, Francis.
 Globensky, F. D.
 Gnaedinger, E. W.
 Goode, John B.
 Goodhugh, W. S.
 Gordon, John.
 Gordon, L. A.
 Gordon, Wm. V.
 Goudron, Jules
 Gould, Charles H.
 Gould, Charles H. jr.
 Gould, Joseph.
 Gould, O. M.
 Gower, W. E.
 Grace, Patrick.
 Grafton, Frank Baylis.
 Graham, A. F.
 Graham, D.
 Graham, Geo.
 Graham, Hugh.
 Grand } Burns, A.
 Trunk } Tandy, T.
 Ry. } White, A.
 Wily, W.
 Grange, H. P.
 Granger, Flavien J.
 Grant, Angus.
 Grant, C. H. A.
 Grant, John G.
 Gravel, J. O.
 Green, Michael.
 Greene, F. Hilton.
 Greene, E. K.
 Greene, E. K. jr.
 Greenshields, Edw. B.
 Grenier, Jacques.
 Griffith, John J.
 Grindley, R. R.
 Guest, James.
 Gurd, Charles.
 Gwitt, A. B.
 Hadrill, Alf. W.
 Hagar, Chas. W.
 Hagar, Edward.
 Hagar, John F.
 Hague, Geo.
 Haig, E.
 Haig, R. D.
 Haines, F. S.
 Hains, John McD.
 Hall, John S.
 Hamelin, A. S.
 Hamilton, Alex.
 Hamilton, Geo. W.
 Hamilton, H.
 Hamilton, Jno.
 Hampson, R.
 Hanna, George H.
 Hannan, M.
 Hannan, W. R.
 Hanson, Charles A.
 Hanson, Edwin
 Hanson, Wm.
 Harper, Jas.
 Harrower, Geo. H.
 Harrower, Jas. M.
 Harrower, Robt.
 Hart, C. T.
 Hart, Frank J.
 Hart, Gerald E.
 Harte, Jas. A.
 Hartt, Geo. F.
 Harvey, Hy.
 Harvie, R.
 Haskell, Jno. F.
 Hastings, W. A.
 Hatton, D.
 Hearle, J. G.
 Hébert, Albert.
 Hébert, Chas. P.
 Hébert, L. H.
 Hébert, Zéphirin.
 Hecker, E.
 Helbronner, Jules.
 Hemsley, R.
 Héneault, Louis H.
 Henderson, D. H.
 Henderson, Norman.
 Henderson, R.
 Heney, Edw. N.
 Henry, A. C.
 Hendery, Alex.
 Henshaw, Fred. C.
 Henshaw, F. W.
 Henshaw, G. H. C. E.
 Henshaw, Geo. H.
 "Herald" Company.
 Hersey, Randolph.
 Hetherington, J. S.
 Heward, S. B.
 Hewitt, E. A.
 Hiam, Thos.
 Hickey, J. N.
 Hickson, Jos.
 Higginson, Alex. T.
 Hird, Samuel.
 Hislop, D. S.
 Hodge, Geo.
 Hodges, J. H.
 Hodgson, Arthur.
 Hodgson, Henry.
 Hodgson, Jonathan.
 Hodgson, Thos. E.
 Hogan, Henry.
 Holden, Albert.
 Holden, J. C.
 Holland, Chas.
 Holland, Philip H.
 Holland, R. Henry.
 Hood, Hugh W.
 Hooper, Angus W.
 Hopper, R. T.
 Hosmer, C. R.
 Houston, Gavin.
 Howard, T. J.
 Howell, A. W. D.
 Hubbard, A. I.
 Hudson, Firmin.
 Hughes, H. H. F.
 Hughes, J. W.
 Hunsicker, J. E.
 Huot, Lucien.
 Hurteau, N. A.
 Hurtubise, A. L.
 Hutchison, R. B.
 Hutchison, Wm.
 Inglis, James.
 Inglis, J. M.
 Irish, D. T.
 Ives, H. R.
 Jackson, Hy. A.
 Jackson, W. L. S.
 Jacques, C. E.
 Jamieson, R. C.
 Jaques, C. A.
 Jaques, Geo. E.
 Johnson, Chas. M.
 Johnson, Chas. R. G.
 Johnson, Wm.
 Johnston, Hy. J.
 Johnston, James.
 Johnston, Wm. F.
 Johnston, W. W.
 Jonas, Henri.
 Jones, C. G.
 Jones, J. H.
 Joseph, Hy.
 Joseph, Hy. J.
 Joseph, Horace.
 Joseph, J. H.
 Joseph, Jesse, jr.
 Judge, Edgar.
 Kelly, Jas. E.
 Kennedy, John.
 Kennedy, Murray.
 Kent, A. L.
 Kerry, John.
 Kerry, W. S.
 King, Chas.
 Kinghorn, G. M.
 Kinghorn, R. S.
 Kingman, Abner.
 Kingston, Fred.
 Kiniry, David.
 Kinloch, Wm.
 Kinloch, Wm. G.
 Kinnear, Stanley.
 Kinsela, Duncan.
 Kirk, J. M.
 Kirkpatrick, Jno. E.
 Kirkpatrick, J. J.
 Kissock, Wm.
 Knowles, Wm.
 Knox, Jas. W.
 Kohl, G. A.
 Labatt, Theo.
 Labbé, Geo. H.
 Labelle, A. E.
 Labelle, Hospice.
 Labelle, J. H.
 Lacaille, Chas.
 Lacy, E. D.
 Laframboise, Arthur.
 Laframboise, E.
 Lafrenière, J. O.
 Laing, Jas. N.
 Laing, Jno. D.
 Laing, M.
 Laing, Peter.
 Lamalice, P. E.
 Lamarche, A.
 Lamb, Thos.
 Lamontagne, H.
 Lang, H. H.
 Langan, Frank.
 Langwell, Geo. H.
 Lapiere, Z.
 Laporte, Hormisdas.
 Larivière, Fred. C.
 Latimer, R. J.
 Laurie, John.
 Lavers, A. H.
 Lavigne, E. F.
 Laviolette, D.
 Law, David.
 Law, Jas.
 Law, Robt.
 Lawrence, W. V.
 Learmont, Jos. B.
 Lebel, J. P.
 Lebeuf, S. Z.
 Leblanc, E. L.
 Leclaire, Alphonse.
 Lee, John.
 Lefebvre, Michel.
 Lefebvre, M. Théodore.
 Lefebvre, M. Théodule.
 Leggatt, Jas.
 Lemesurier, W. M.
 Leonard, Geo. r.
 Leslie, A. C.
 Leslie, Jas.
 Letang, C. L.
 Letendre, P.
 Letourneau, C. H.
 Levin, B.
 Levin, Chas. H.
 Lewis, G.
 Lewis, Jno.
 Lewis, W. F.
 Liddell, A. W.
 Liffiton, C. A.
 Liffiton, W. T.
 Lightbound, Geo.
 Lilly, E. A.
 Lindsay, Robt.
 Lindsay, W. Taylor.
 Linton, Jas. A.
 Linton, R.
 Little, Leonard G.
 Little, Wm.
 Livingstone, J. M. M.P.
 Lockerby, A. L.
 Lockerby, D. L.
 Lockerby, W. W.
 Lomer, Gerald
 Lonsdale, T. H.
 Lord, James
 Lord, Jno. R.
 Loughman, M.
 Lovelace, E. M.
 Lovell, R. K.
 Luttrell, Jos.
 Lyall, Peter.
 Lyman, Chas.
 Lyman, Fred G.
 Lyman, Hy.
 Lyman, Henry H.
 Lyman, Roswell C.
 Magor, Frank
 Magor, John

LIST OF MEMBERS.—Continued.

Magor, John H.	Morton, Henry	McFee, Colin.	Ormond, H. St. A.
Magor, Victor.	Moseley, E. F.	McGarvey, Owen.	Orsali, Alex.
Magor, E. J.	Moucel, G. N.	McGill, J. J.	Osborne, Fred.
Mann, Albert.	Mudge, E. W.	McGrail, M. J.	Osgood, C. N. D.
Mann, Eric.	Mudge, H. J.	McGrail, M. T.	
Manson, Alex.	Muir, G. F.	McHenry, Geo. H.	Packard, I. H.
Marchand, J. C.	Muir, Wm. E.	McIndoe, F. C. A.	Page, C. Sewell.
Mariotti, C.	Mullin, Jas. E.	McIntyre, Duncan.	Pain, Walter.
Mariing, J. W.	Munderloh, Hy.	McIntyre, Wm. Cassils.	Palmer, J. Wesley.
Martin, Hy. H.	Munderloh, W. C.	McKay, Geo. D.	Parent, Désiré.
Martin, Horace T.	Munn, Stewart	McKay, T. M.	Parent, G. W.
Martin, John.	Munn Wm. A.	McKay, W. Alex.	Parker, E. W.
Martin, J. B. A.	Murphy, Edward	McKeand, Anthony.	Parker, Moses.
Martin, P. P.	Murray, H. E.	McKee, A. H.	Paterson, Andrew.
Mason, A. H.	Murray, Jno. C.	McKeown, Jas. H.	Paterson, A. T.
Mason, Hy.	Murray, W. G.	McKergow, John.	Paterson, John A.
Massey, F.	Mussell, Wm.	McKerrow, A.	Paterson, J. W.
Masson, D.	Mussen, H. S.	McKinnon, Geo.	Paterson R. M.
Mathewson, J. A.	Macartney, Hy.	McLachlan, Wm.	Paterson, Wm.
Mathewson, S. J.	Macaulay, Robertson.	McLagan, P. W.	Paterson, W. S.
Mathewson, Wm. B.	Macaulay, Thos. B.	McLaren, D. K.	Paton, Hugh.
Mathieu, Aimé.	Macdonald, Alex. E.	McLaren, D. W.	Patton, Thos. L.
Mathieu, Euclide.	Macdougall, Jas. E.	McLaren, W. D.	Patten, O. P.
Mathews, J. E.	Macfarlane, Allan.	McLea, John B.	Patterson, A. T.
May, Frank.	Macfarlane, C. H.	McLea, Kenneth.	Paul, Frank.
May, Fred.	Macfarlane, David.	McLea, R. Paton.	Paul, Walter.
May, Gustave C.	Macfarlane, John.	McLean, Chas.	Peck, Jas. H.
Mayberry, John.	Macfarlane, M. C.	McLean, Wm.	Peck, T.
Meakins, Chas. W.	Macfarlane, Robert.	McLennan, Alex.	Peddie, R.
Meighan, Robt.	Macintosh, C. F.	McLennan, Ewan.	Pelton, G. S.
Meldrum, Jas.	Mcintosh, Jno.	McLennan, Hugh.	Penfold, J.
Meldrum, Wm.	Mackay, Hugh.	McMaster, Jno. A.	Penny, E. G.
Meredith, J. S.	Mackay, Lachlan.	McMaster, Wm.	Peverley, C.
Meredith, Robt.	Mackay, R.	McMoran, R. M.	Phelps, Geo. F.
Meredith, W. H.	Mackie, J. W.	McNally, W.	Phillips, C. S. J.
Miles, Henry.	Mackenzie Hoctor.	McNamee, F. B.	Piché, Gustave.
Miller, Geo. M.	Maclean, John.	McNider, A.	Picken, Henry B.
Miller, Wm. R.	Maclean, J.	McPherson, D. A.	Pillar, Lindsay.
Miller, R.	Macpherson, Alex.	McPherson, Jas.	Pillow, J. A.
Milloy, Jno. J.	Macpherson, A. B.	McPherson, D. A.	Pinder, John.
Mills, J. W.	Macpherson, D. M.	McShane, R.	Plimssoll, A. H.
Minto, Wm.	Macpherson, W. M.		Poe, D. A.
Mitchell, Alex.	McAllan, A. K.	Nash, Fred.	Pole, Ed.
Mitchell, David.	McArthur, Alex.	Nelles, J. Widmer.	Poliwka, Emil.
Mitchell, Jas. M.	McArthur, Colin.	Nelles, R. Campbell.	Popham, E.
Mitchell, John.	McArthur, D. J.	Neison, Albert D.	Popham, John.
Mitchell, Hon. Peter.	McArthur, Jas. C.	Neison, Fred. E.	Porteous, John.
Mitchell, Robert.	McBean, A. G.	Nelson, Wm. J.	Porteous, Thos.
Moeck, T. J.	McBean, Donald G.	Ness, T. W.	Potter, Thos. J.
Moir, Jno. A.	McBean, Duncan G.	Newman, Frank W.	Pratte, L. E. N.
Molsons Bank.	McBean, Geo.	Newman, Thos. Henry.	Prevost, Hector.
Molson, J. H. R.	McBride, Jas.	Nicoll, Arch.	Prevost, Sinai.
Molson, J. T.	McCall, Jas. T.	Nicolson, Jno. F.	Proctor, Chas. D.
Molson, J. W.	McCallum, J. W.	Nield, E.	Putnam, H. L.
Monk, C. D.	McCaskill, D. A.	Nightingale, H.	Pyke, James W.
Monk, Jas. G.	McConnell, W. G.	Nivin, Wm.	
Montreal Elevat'g. Co.	McCreedy, Jas.	Noad, J. S.	Quintal, Joseph.
Mooney, Geo. A.	McCroby, P.	Nolan, W. H.	Quintal, Jos. Ed.
Moore, T. F.	McCulloch, A. A.	Norris, Jas. S.	
Morgan, C. D.	McDonnell, Jno. McK.	Notman, Wm.	
Morgan, Jas. jr.	McDonald, W. C.	O'Brien, James.	Racine, Alphonse.
Morin, Chas. A.	McDougall, Alex.	O'Connor, E. G.	Radford, Ed.
Morin, L. E.	McDougall, Duncan L.	O'Flaherty, John.	Radford, Walter.
Morin, L. E. jr.	McDougall, Jas.	Ogilvie, Alex. T.	Rae, Jackson.
Morkill, R. D. jr.	McDougall, James.	Ogilvie, W. W.	Ramsay, Alex.
Morrice, D.	McDougall, John.	Ogilvie, W. W.	Ramsay, J. C.
Morrice, D. jr.	McDougall, J. S.	Ogilvy, John.	Ramsay, W. M.
Morrice, W. J.	McDougall, K. W.	O'Grady, G. de C.	Rankin, Jas. L.
Morris, Alex. W.	McDougall, Thos.	Olds, Geo.	Ransom, H.
Morris, C. B.	McElderry, Frank.	O'Leary, John.	Raphael, H. W.
Morrison, G. W.	McFall, C. C.	Oliver, James.	Rawlings, Ed.
Morton, Chas.	McFee, Alex.	Oliver, R. S.	Rayside, James.
		Olivier, L. S.	Rea, David.

LIST OF MEMBERS.—Continued.

Reaves, George.	Selater, C. P.	Sonne, Thomas.	Torrance, John.
Redfern, J. H.	Sclater, Wm.	Strangman, Chas.	Torrance, John, jr.
Redpath, F. R.	Scholes, Francis.	Stancliffe, F.	Torrance, W. F.
Reed, Chas. N.	Schultz, Ed.	"Star" Representative	Tough, Alexander.
Reed, John J.	Schwob, M.	Stark, R. J.	Tough, John.
Reed, Stewart.	Scott Gilbert.	Stark, W. M.	Tourville, Louis.
Reed, Wm.	Scott, Henry C.	Starke, Geo. R.	Townsend, S. B.
Rees, D. J.	Scott, Jas.	Starke, R. G.	Trimble, Thomas.
Reford, R.	Scott, Jno. H.	Stearns, I. H.	Trottier, A. A.
Regen, H. H.	Scott, J. P.	Stearns, Seargent P.	Trottier, Louis T.
Reid, Thomas.	Scott, Wm.	Stephen, Francis.	Truteau, A. C.
Reid, William.	Seath David.	Stéphens, G. W.	Tudor, Ed. J.
Reinhardt Chas. S.	Seath, W.	Stephens, Jno.	Turnbull, Thos. T.
Rendell, Jas. E.	Semple, J. H.	Stevenson, Arch W.	Turner, A. D.
Reynolds, E. S.	Shallow, F. D.	Stevenson, J. Alex.	Turnpin, W. J.
Reynolds, F. X.	Shanly, Walter (C.E.)	Stevenson, P. S.	Tyre, Robt. W.
Richelieu & O. N. Co.	Sharpe, Ed. S.	Stevenson, R. R.	
Rickaby, J. B. H.	Shaughnessy, Thos. G.	Stevenson, S. C.	Vadinaet, Louis.
Riddell, A. F.	Shaw, Jas.	Stevenson, W. A.	Vaillancourt, J. A.
Riley, J. J.	Shaw, Jas. G.	Stewart, Alex.	Vallée, C. A.
Rintoul, W. H.	Shaw, J. Hamden.	Stewart, A. B.	VanHorne, W. C.
Roach, Walter.	Shaw, Robert	Stewart, David.	Vaughan, F. S.
Robert, J. B.	Shaw, Thomas.	Stewart, Jas.	Viau, C. T.
Robertson, Alex.	Shaw, Wm.	Stewart, Jas.	Villeneuve, J. O.
Robertson, Andrew.	Shearer, James.	Stewart, James F.	Vipond, George
Robertson, Andrew S.	Shearer, Jas. T.	Stewart, Wm.	Vipond, I. J.
Robertson, David.	Shearer, John S.	Stirling John.	Vipond, T. S.
Robertson, G. Ross.	Shorey, C. L.	Stonegrave, A. C.	
Robertson, Farquhar.	Shorey, Hollis.	Strachan, James.	Wade, E. J.
Robertson, John.	Shorey, S. O.	Strachan, Wm.	Wainwright, Wm.
Robertson, John A.	Short, R. Allan.	Stroud, H. W.	Wait, George.
Robertson, J. B.	Sidey, D. D.	Stroud, W. D.	Walbank, Wm. McLea
Robertson, Wm.	Sidey, J. G.	Stuart, J. Fraser.	Walker, F. W.
Robertson, W. F.	Silverman, Simon	Stuart, W. W.	Walker, John.
Robillard, Jos.	Simmons, John.	St. Arnaud, L. N.	Walters, Charles H.
Robinson, G. W.	Simms, Francis H.	St. Denis, Edouard.	Ward, Hon. J. K;
Robitaille, J. A.	Simms, Robert.	St. George, Pereival W.	Ward, Joseph.
Rodger, James.	Simpson, Geo. W.	St. Louis, L.	Wardlow, Jas. H.
Rolland, J. D.	Simpson, J. Cradock.	Ste. Marie, L., M.P,	Warren, W. H.
Rolland, Oct.	Sims, A. Haig.	St. Onge, S.	Warrington, F. H.
Rolland, P. D.	Sims, Lindsay D.	Sunner, Geo.	Warrington, John T.
Ronayne, E. P.	Sincennes, McNaugh-	Sutherland, Geo. A.	Watier, George N.
Root, C. J., jr.	ton Line.	Tasker, James.	Watson, David.
Rose, J. B.	Sizclair, David.	Tatley, Wm.	Watson, J. C.
Rose, J. C.	Sinton, Jas. C.	Taylor, A. I.	Watson, W. W.
Ross, D. Ross.	Sise, C. F.	Taylor, Homer.	Wait, Alexander.
Ross, D. W.	Slater, Geo. A.	Taylor, Jas. A.	Wait, Alex. McTavish.
Ross, Geo. D.	Slessor, James.	Taylor, John.	Watt, D. A. P.
Ross, Jas. G.	Siessor, Wm. P.	Taylor, W. Sutherland.	Weir Godfrey.
Ross, Philip S.	Smail, Wm.	Tees, D. T.	Weir, Somerville.
Ross, Robt.	Small, E. A.	Tees, Wm.	Weir, William.
Ross, R. S.	Smardon Richard.	Telmosse, L. W.	Weir, W. H.
Ross, W. G.	Smith, Chas. F.	Tellier, H. J.	Welsh, A. A.
Ross, W. R.	Smith, Sir Donald A.	Tester, J. W.	Welsh, J. H. M.
Rothwell, Ed. E.	Smith, G. F. C.	Tiffin, H. J.	White, Peter.
Routh, F. A.	Smith, H.	Thibaudeau, A. A.	White, Richard.
Routh, J. H.	Smith, James H.	Thibaudeau, Hon. J. R.	White, R. S.
Routh, R. T.	Smith, J. Lionel.	Thom, James.	Whitehead, E. A.
Row, John.	Smith, J. Murray.	Thomas, F. Wolferstan	Whitham, James
Royal Can. Ins. Co.	Smith, Lionel J.	Thomas, R. K.	Whitney, John E. M.
Russell, Hugh.	Smith, M. B.	Thompson, Edwin.	Whyte, W. H.
Russell, Jno. J.	Smith, R. A.	Thompson, M. M.	Wight, Norman.
Ryan, M. P.	Smith, Wm.	Thompson, W. A.	Wight, R. E.
	Smith, Wm. B.	Thomson, A. D.	Wiley, A. T.
Sadler, Geo. W.	Smith, Wm. Howe.	Thomson, Adam G.	Wilson, Arthur W.
Saffery, Fred. M.	Smith, Wm. Oliver.	Thomson, D. G.	Williamson, James.
Samuel, Thos.	Smithers, Geo. H.	Thomson, Geo. A.	Wilson, A. A.
Saunderson, C. E.	Smyth, Chas. E.	Thomson, Jas.	Wilson, Frank.
Sauvageau, T.	Snetsinger, J. G.	Thomson, Malcolm.	Wilson, Jacob.
Savage, Ed. J.	Snow, Wm.	Thouret, Emile.	Wilson, Jas. jr.
Savage, J. G.	Snowden, C. C.	Thurston, I. D.	Wilson, James Reid.
Scheyer, Hermann S.	Somerville, C. D.		Wilson, J. C.

LIST OF MEMBERS.—*Continued.*

Wilson, J. H. Wilson, J. R. Wilson, J. T. Wilson, Robert. Wilson, Thomas.	Wilson, Walter Wilton, Wm. Wily, Walter. Winn, J. H. Wintel, Ernest D.	Withers, J. Philip "Witness" Representative. Wonham, W. R. Woods, Samuel	Wulff, J. F. Young, Andrew. Young, John M.
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MONTREAL CORN EXCHANGE ASSOCIATION.

OFFICE-BEARERS FOR 1889.

COMMITTEE OF MANAGEMENT.

PRESIDENT:—A. G. McBEAN.

ACTING PRESIDENT:—A. E. GAGNON.

TREASURER:—D. ROBERTSON.

JOHN BAIRD,
R. M. ESDAILE,
JOHN MAGOR,D. A. McPHERSON,
JAS. S. NORRIS,
H. W. RAPHAEL.

BOARD OF REVIEW.

CHAIRMAN - - - - CHAS. H. GOULD.

JOHN DILLON,
G. M. KINGHORN,JNO. E. KIRKPATRICK,
J. O. LAFRENIERE.

ROBERT SIMMS.

MEMBERS:

Allan, Andrew. Allen, Jas. Anderson, D. Archer, Robt. Arnott, Jno. R.	Dillon, John. Dobell, H.	Hurtubise, A. L.	McBean, Geo. McConnell, W. G. McCulloch, A. A. McDougall, Jas. McFee, Alex. McGrail, M. J. McGrail, M. T. McKay, T. M. McLagan, P. W. McLea, John B. McLea, Kenneth. McLean, Chas. McLennan, Ewen. McLennan, Hugh. McPherson, D. A. McPherson, Jas.
Baird, C. J. Baird, Jno. Batterbury, F. R. Benson, W. Townley. Bickerdike, R. Braidwood, F. Brice, A. J. Brice, E. A. Brock, Jeffrey G. Brodie, Jno. Brossard, M. Brown, Thos. B. Browning, L. S. Bruneau, L. P. Budden, H. A.	Esdaile, C. B. Esdaile, R. M. Evans, William.	Inglis, James.	McConnell, W. G. McCulloch, A. A. McDougall, Jas. McFee, Alex. McGrail, M. J. McGrail, M. T. McKay, T. M. McLagan, P. W. McLea, John B. McLea, Kenneth. McLean, Chas. McLennan, Ewen. McLennan, Hugh. McPherson, D. A. McPherson, Jas.
Can. Pac. Ry. Frt. Agt. Do. Foreign Frt. Office. Carruthers, Jas. Cookson, S. Cowie, A. McK. Cox, J. P. Craig, E. F. Crane, T. A.	Fairbairn, John. Fairbanks, Rufus. Ferguson, W. B. Foley, M. S.	Johnston, William F. Judge, Edgar.	McConnell, W. G. McCulloch, A. A. McDougall, Jas. McFee, Alex. McGrail, M. J. McGrail, M. T. McKay, T. M. McLagan, P. W. McLea, John B. McLea, Kenneth. McLean, Chas. McLennan, Ewen. McLennan, Hugh. McPherson, D. A. McPherson, Jas.
Dawes, J. P. Desaulniers, A. A. L.	Gagnon, A. E. Gardner, Frederick. Geir, Wm. Gilmour, Thomas. Girard, Auguste. Gould, Chas. H. Gould, Joseph. Gould, O. V. Grand } Burns, A. Trunk } Tandy, T. White, A. Ry. } Wiley, W.	Kinghorn, G. M. Kingman, Abner. Kirkpatrick, Jno. E.	McConnell, W. G. McCulloch, A. A. McDougall, Jas. McFee, Alex. McGrail, M. J. McGrail, M. T. McKay, T. M. McLagan, P. W. McLea, John B. McLea, Kenneth. McLean, Chas. McLennan, Ewen. McLennan, Hugh. McPherson, D. A. McPherson, Jas.
	Hampson, R. Hanna, Geo. H. Hart, C. T. Harvie, R. Hodgson, Arthur. Hodgson, Henry. Hunsicker, J. E.	Labelle, Hospice. Lafrenière, J. O. Laing, Peter. Lebel, J. P. LeMesurier, W. M. Lord, James. Lord, Jno. R.	McConnell, W. G. McCulloch, A. A. McDougall, Jas. McFee, Alex. McGrail, M. J. McGrail, M. T. McKay, T. M. McLagan, P. W. McLea, John B. McLea, Kenneth. McLean, Chas. McLennan, Ewen. McLennan, Hugh. McPherson, D. A. McPherson, Jas.
		Magor, John. Magor, Victor. Mason, Hy. Meighan, Robt. Mitchell, Alex. Mitchell, Jas. M. Montreal Elevating Co. Munderloh, W. C. Munn, Stewart. Munn, Wm. A. Murray, H. E. Macpherson, W. M. McBean, A. G. McBean, Duncan G.	McConnell, W. G. McCulloch, A. A. McDougall, Jas. McFee, Alex. McGrail, M. J. McGrail, M. T. McKay, T. M. McLagan, P. W. McLea, John B. McLea, Kenneth. McLean, Chas. McLennan, Ewen. McLennan, Hugh. McPherson, D. A. McPherson, Jas.
		Nivin, Wm. Nead, J. S. Norris, Jas. S.	McConnell, W. G. McCulloch, A. A. McDougall, Jas. McFee, Alex. McGrail, M. J. McGrail, M. T. McKay, T. M. McLagan, P. W. McLea, John B. McLea, Kenneth. McLean, Chas. McLennan, Ewen. McLennan, Hugh. McPherson, D. A. McPherson, Jas.
		Ogilvie, W. W. Oliver, R. S.	McConnell, W. G. McCulloch, A. A. McDougall, Jas. McFee, Alex. McGrail, M. J. McGrail, M. T. McKay, T. M. McLagan, P. W. McLea, John B. McLea, Kenneth. McLean, Chas. McLennan, Ewen. McLennan, Hugh. McPherson, D. A. McPherson, Jas.
		Parent, Désiré. Popham, John. Porteous, John.	McConnell, W. G. McCulloch, A. A. McDougall, Jas. McFee, Alex. McGrail, M. J. McGrail, M. T. McKay, T. M. McLagan, P. W. McLea, John B. McLea, Kenneth. McLean, Chas. McLennan, Ewen. McLennan, Hugh. McPherson, D. A. McPherson, Jas.
		Quintal, Joseph.	McConnell, W. G. McCulloch, A. A. McDougall, Jas. McFee, Alex. McGrail, M. J. McGrail, M. T. McKay, T. M. McLagan, P. W. McLea, John B. McLea, Kenneth. McLean, Chas. McLennan, Ewen. McLennan, Hugh. McPherson, D. A. McPherson, Jas.
		Raphael, H. W. Reford, R. Rendell, Jas. E.	McConnell, W. G. McCulloch, A. A. McDougall, Jas. McFee, Alex. McGrail, M. J. McGrail, M. T. McKay, T. M. McLagan, P. W. McLea, John B. McLea, Kenneth. McLean, Chas. McLennan, Ewen. McLennan, Hugh. McPherson, D. A. McPherson, Jas.

LIST OF MEMBERS.—Continued.

Richelieu & O. N. Co.	Sinton, Jas. C.	Thomson, A. D.	Wade, E. J.
Robertson, Andrew.	Smith, H.	Thomson, Adam G.	Wait, George.
Robertson, David.	Smith, J. Lionel.	Thomson, D. G.	Ward, Joseph.
Robillard, Jos.	Smith, Lionel J.	Thomson, Geo. A.	Warrington, F. H.
Robinson, G. W.	Smith, Wm. B.	Torrance, John.	Warrington, Jno. T.
Routh, F. A.	Smith, W. Howe.	Torrance, John, jr.	Watt, D. A. P.
Routh, R. T.	Stevenson, P. S.	Tough, Alexander.	White, Peter.
Royal Canad'n Ins. Co.	Stewart, James F.	Tourville, Louis.	Wight, R. E.
	Stewart, Wm.	Truteau, A. C.	Williamson, James.
Scott, Jas.	Strachan, James.	Tudor, Ed. J.	
Scott, Wm.	Ste. Marie L., M.P.	Turpin, W. J.	Young, John M.
Shaw, Jas.	St. Onge, S.		
Shaw, Thomas.	Tatley, Wm.	Vadinaet, Louis.	
Sidey, J. G.	Thom, James.	Viau, C. T.	
Simms, Robt.		Vipond, T. S.	

MONTREAL WHOLESALE GROCERS ASSOCIATION.

OFFICE-BEARERS FOR 1889.

EXECUTIVE COMMITTEE.

PRESIDENT - - - - - GEO. CHILDS.

VICE-PRES.—CHAS. P. HEBERT.

TREASURER:—D. T. TEES.

DIRECTORS:—CHAS. CHAPUT, W. W. LOCKERBY, JACOB WILSON.

COMMITTEE OF ARBITRATION.

WM. KINLOCH, W. W. LOCKERBY, CHAS. LACAILLE, J. E. QUINTAL, H. RANSOM.

COMMITTEE ON PRICES.

CHAS. CHAPUT,

CHAS. LACAILLE,

J. C. ROSE.

MEMBERS:

Boivin, Leonard I.	Grace, Patrick.	Lockerby, W. W.	Robitaille, J. A.
Brosseau, D. C.	Hébert, Chas. P.	Marchand, J. C.	Simple, J. H.
Carter, Stewart F.	Hendery, Alex.	Mullin, Jas. E.	Tees, D. T.
Chaput, Chas.	Hughes, H. H. F.	Pinder, John.	Telmousse, L. W.
Childs, Geo.	Kinloch, Wm.	Quintal, Jos. Ed.	Turner, A. D.
Colson, C. E.	Lacaille, Chas.	Ransom, H.	Villeneuve, J. O.
Cusson, Alexis.	Laporte, Hormidas.		
Donahue, Wm.			

LIST OF MEMBERS.—*Continued.*

MONTREAL WHOLESALE DRY GOODS ASSOCIATION.

OFFICE BEARERS FOR 1889-90.

PRESIDENT—JAMES P. CLEGHORN,

VICE-PRESIDENT—JAMES SLESSOR.

TREASURER—JOHN A. ROBERTSON.

DIRECTORS,

R. L. GAULT,

FRANK MAY,

ALPHONSE LECLAIRE,

GEORGE SUMNER.

MEMBERS:

Bourgouin, Duches- neau & Cie.	Gault Bros. & Co.	F. & J. Leclair & Co.	Mills & Hutchison
Brophy Cains & Co.	Gillespie, Roach & Co.	Lindsay, Gilmour & Co.	Minto, Lavigne & Co.
Carsley & Co.	S. Greenshields, Son & Co.	Lonsdale, Reid & Co.	Jno A. Paterson & Co
Caverhill, Kissock & Binmore,	Hodgson, Sumner & Co.	Mackay Brothers.	Alphonse Racine & Co.,
M. Fisher, Sons & Co.	James Johnston & Co.	J. G. Mackenzie & Co.	Robertson, Linton & Co.
P. M. Galarneau & Co.	Lamarche, Prevost & Cie.	John Maclean & Co.	Ross, Forster & Co.
		McIntyre, Son & Co.	Thibaudeau Bros & Co.
		McLachlan, Bros & Co.	
		P. P. Martin & Co.	
		Thomas May & Co.	

In Memoriam.

*List of Members of the Montreal Board
of Trade who died during 1889.*

A. MCKERROW, - - - - -	Died (Dec. 27, 1888.)
J. F. COTTON, - - - - -	Died Jan. 12, 1889.
D. MACFARLANE, JR., - - - - -	Died Jan. 14, 1889.
E. E. GILBERT, - - - - -	Died Feb. 12, 1889.
WM. ROBERTSON, - - - - -	Died Feb. 26, 1889.
JAS. McDOUGALL, - - - - -	Died May 25, 1889.
P. M. GALARNEAU, - - - - -	Died May 26, 1889.
J. M. BUCKNALL, - - - - -	Died June 4, 1889.
PETER WHITE, - - - - -	Died June 29, 1889.
C. C. McFALL, - - - - -	Died June 30, 1889.
A. B. GWILT, - - - - -	Died July 13, 1889.
CAPT. J. B. LABELLE, M.P., - - - - -	Died Aug. 13, 1889.
JACKSON RAE, - - - - -	Died Sept. 7, 1889.
P. S. STEVENSON, - - - - -	Died Sept. 8, 1889.
F. S. VAUGHAN - - - - -	Died Sept. 9, 1889.
THOS. TANDY, (Rep. G. T. Ry.) - - - - -	Died Oct. 11, 1889.
EDWARD DALE, - - - - -	Died Nov. 18, 1889.