

FIFTY-FIRST ANNUAL REPORT  
OF THE  
COUNCIL  
OF THE  
MONTREAL BOARD OF TRADE,

BEING

*For the Year ended 31st December, 1893.*

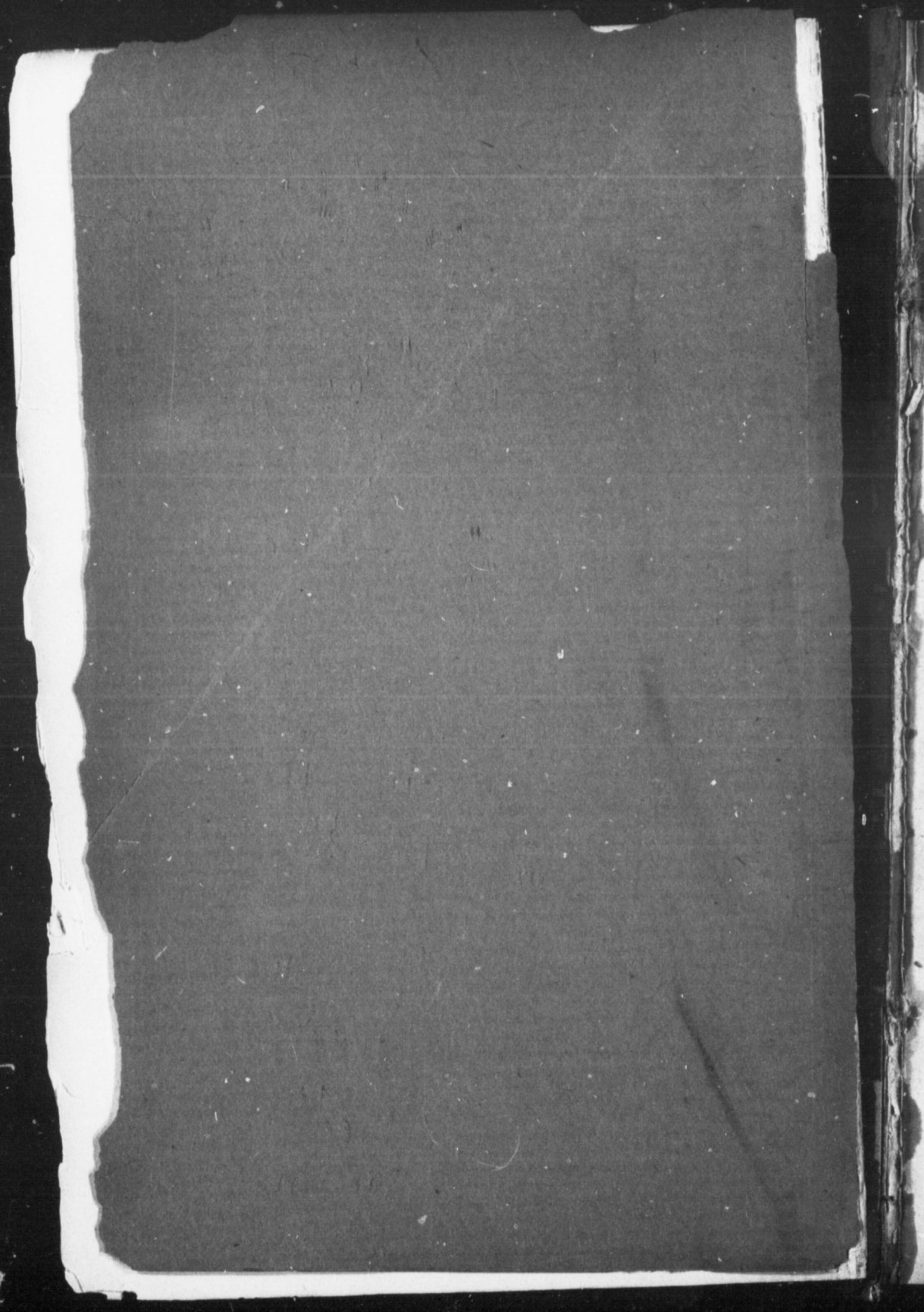
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[Printed for circulation among the Members, in accordance  
with By-Law 36.]

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THE GAZETTE PRINTING COMPANY.  
1894.









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# REPORT.

*To the Members of the Montreal Board of Trade :*

GENTLEMEN,—

The Council herewith submits a general report of the business considered during its term of office, as provided in By-law 36.

If 1892 was memorable to the Board as the fiftieth anniversary of its incorporation, and as witnessing the laying of the corner-stone of the Board's new building, this year is also a marked one in the history of the Board, for it has seen the completion of that building and the Board's entry into it.

Business throughout Canada during 1893 has been but little affected by the severe depression which has existed in the United States, and which has not yet wholly passed away. The prospects of improvement are, however, encouraging, and the proposed alterations in the United States tariff are favourable to business relations between the two countries. Although both imports and exports show an increase over 1892, general business, as shown by the following statistics of failures, has been less satisfactory:—

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FAILURES IN CANADA ACCORDING TO "BRADSTREETS," 1893.

	No. of Failures.	Assets.	Liabilities.
Ontario.....	752 ✓	3,049,276	6,709,822
Quebec.....	599 ✓	1,832,641	4,595,805
New Brunswick.....	85	420,280	823,986
Nova Scotia.....	128	473,573	945,925
Prince Edward I. and Newfoundland.....	22	57,840	126,300
Manitoba.....	15	677,660	927,830
North-West Territories.....	69	403,810	722,613
British Columbia.....	29	54,802	150,473
.....	82	413,750	687,650
Total, 1893.....	1,781 ✓	7,388,692 ✓	15,690,404
1892.....	1,682	4,848,095	11,603,210
1891.....	1,846	6,014,000	14,884,000
1890.....	1,626	6,746,000	12,482,000
1889.....	1,616	6,119,585	13,147,910
1888.....	1,730	7,178,744	15,498,242
1887.....	1,315 ✓	8,407,000	17,054,080

N. B.—The figures of Assets are reported as approximates only, the amount realized differing widely from their estimated value.

It will be noted from this table that the number of failures last year was greater than in any year since 1887, excepting in 1891, but the liabilities were much heavier than for the previous four years.

The Custom House returns for the Port of Montreal, as given below show a large increase in the export figures for 1893, as compared with 1892, and an advance of nearly nine million dollars over 1891. This improvement is most gratifying, especially as trade throughout the world has been so dull. While the average annual value of the exports for the thirteen years from 1880 to 1892, inclusive, was only thirty thousand dollars, last year's exports aggregated over forty-eight thousand dollars, being an increase over that average, of sixty-two and one half per cent.

The continued increase in the value of the exports shows that the produce of the Dominion is steadily gaining ground in the markets of the world, and that the search for other outlets when the McKinley Bill almost closed the States to Canadian merchandise, proved successful.

The value of the imports also shows an increase, but not so large a one as the exports. Owing to the reduced rate of duty on sugar and some

other articles, the amount of Customs duties collected, although a little larger than last year, is much smaller than during the previous six years, or the average of the past twelve.

While the abnormally low price of wheat has made that cereal unremunerative to farmers, dairy produce has commanded good prices throughout the year. The success of Canadian cheese at the World's Fair, where it came out first in almost every competition, was very gratifying, and it is certain that the exhibit of the natural products of Canada at that exposition enlightened an enormous number of the visitors thereto as to the climate and possibilities of this Dominion. The export of hay to Great Britain has been quite an important business during the year, and that trade appears likely to permanently retain fair proportions. There is encouragement, too, in the circumstance that the export of deals from this port is largely increasing. The export cattle trade has continued to be unfavourably affected by charges of disease among the animals, and the continuance of the British schedule against Canadian and United States cattle renders any improvement unlikely.

The returns of the Harbour Commissioners show an increase in the number of sea-going vessels arriving at this port, the number in 1893, being considerably larger than in any previous year, and the tonnage also being greater than ever before.

### ERRATA.

In paragraph on page 2 commencing "The Custom House returns for the Port of Montreal," the words **thirty thousand dollars** and **forty-eight thousand dollars** should be **thirty million dollars** and **forty-eight million dollars**,

1886.....	703	809,699	28,078,330	40,469,942	8,362,618.94
1885.....	629	683,854	25,274,898	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
1879.....	211	46,156	1,744,772	7,174,108	1,009,256.80

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YEARS.	Sea-going Vessels arrived in Port.	Total Tonnage.	Value of Merchandise Exported.	Value of Merchandise Imported.	Customs Duties Collected.
1893.....	804	1,151,777	\$48,205,531	\$53,796,061	\$7,038,403.51
1892.....	735	1,036,707	45,648,310	47,667,408	6,812,063.60
1891.....	725	938,657	39,464,783	48,418,569	7,297,228.51
1890.....	746	930,332	32,027,176	44,102,786	9,201,426.86
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	25,274,898	37,413,250	6,672,971.26
1884.....	626	649,374	27,145,427	42,366,793	6,772,675.68
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1850.....	211	46,156	1,744,772	7,174,108	1,009,256.80



## THE HARBOUR.

At the last annual meeting of the Board the following resolution was adopted :

*Resolved*,—That the Council are hereby requested to urge upon the Government, by deputation or petition, the necessity that presently exists for prompt action, and such relief being extended to the Montreal Harbour Commissioners as will enable them to complete the works now in progress for harbour enlargement and flood prevention ; and that, in the opinion of the Board, such relief may reasonably be afforded by the Government reimbursing the Commissioners such harbour monies, not hitherto refunded, as have been paid to the Government or expended upon the channel improvements and buoy service in the River St. Lawrence between Montreal and Quebec, by substantial aid to the harbour of Montreal and contemplated and necessary improvements thereto.

In accordance with that request, the Council at its first meeting, gave its attention to this important subject, and thereafter arranged with the Harbour Commissioners for a joint deputation of the two bodies to meet the Cabinet at Ottawa on the 18th February with regard to Montreal's claims for aid in connection with harbour works. The joint deputation, consisting of representatives of this Board, the Harbour Commissioners and the Shipping Interest, was introduced by Sir Donald Smith and the Hon. Mr. Curran, and was received by the Premier, the Minister of Finance and almost all the other members of the Cabinet. The several speakers of the deputation made clear and emphatic statements as to the need of assistance for the harbour, and the justice of Montreal's claim therefor, both because it is the national port, and also on account of the Government having in time past taken from the harbour funds over \$1,000,000, chiefly on account of interest on sums expended by it for the deepening of Lake St. Peter and on other Dominion works not belonging to or connected with the harbour.

The Premier, in replying, acknowledged the importance of the subject, and said that anything the Government could do to assist Montreal it would indeed be glad to do. Subsequently the Minister of Finance wrote as follows :

"I regret that so long a time has elapsed before replying to your request and that of the deputation which waited on the Government some few days ago in the interests of the harbour and trade of Montreal and the St. Lawrence."

"I now beg to state the result of the careful consideration which has been given to your representations by the Council in regard thereto. It is not necessary for me to say that with the energy, the enterprise and labours of the Harbour Commission and the business and shipping men of Montreal, the Government has every possible sympathy, and it has endeavoured to practically show that sympathy in the heavy

pecuniary assistance given in the line of rendering the St. Lawrence river and the canal system available for the large and increasing traffic offering therefor."

"This work has not yet been completed, and the Government has to find and expend nearly \$3,500,000 each year for three years from this date, in order, at the end of that time, to give a 14-foot navigation by the canals, and a completed deep-sea channel from the Gulf to Montreal."

"In the present state of the finances of the country, with the other necessary demands of the public service, this taxes to the utmost both our revenue and borrowing powers, and it seems impossible for the Government to attempt to do more, however well disposed it might be in this case."

"We have this year to diminish our usual grants for public works, and omit all aid to railways, in order to continue the work above mentioned. Whatever is done in this direction is, of course, in the interests of the great central carrying trade of Canada, and very materially aids the shipping and business interests of Montreal, and I trust that your body will be disposed to believe that this is all that at present can be done, and that it is no small contribution to the ultimate success and importance of your city and its prosperity."

The Council was much disappointed with the tenor of that letter, and again addressed the Minister on the subject, but without avail. The question of procuring from the Government financial assistance for the harbour works must therefore be left to the incoming Council, who may, it is hoped, be successful in obtaining it.

The progress of the work on the guard pier, in course of construction for the protection of the civic works for flood prevention and the new wharves from damage by ice, has been considerably retarded during the past season, and your Council and the Committee of Management of the Corn Exchange Association therefore held a joint meeting on the 6th December for the purpose of hearing an explanation of the delay from Messrs. Hugh McLennan and Chas. H. Gould, their respective representatives on the Harbour Commission, which those gentlemen gave in substance as follows:

"The slow prosecution of the work was owing to the delay in completing the floating derricks and land derrick, which were essential to the construction of the Guard Pier, and were to be completed in May, 1892. The floating derricks were not, however, available until the autumn of 1892, while the land derrick, which was the most important feature of the work, was not put into operation until September, 1893, when for about thirty days it did good work, performing the full amount of service that was anticipated in distributing upon the Guard Pier the material deposited thereon by the floating derricks. Unfortunately, a part of the appliance of the land derrick broke on 3rd October, and, owing to a difference of opinion existing between members of the Board, it was decided that instead of promptly going on with the repairs, the derrick should be laid up for the season. The season of 1893 has closed with an estimate, on the part of the engineer, that about thirty per cent. of the work on the Guard Pier is completed, and the engineer adds that with the present plant sixty per cent. will be completed by the end of next season, and the



Guard Pier finished during the season of 1895. The representatives concluded their remarks by stating that they recognized that their duty is now to endeavour to get the Board of Harbour Commissioners into such harmony of working that the plant will be in efficient order for the opening of next season, and the work thereafter carried on with very much greater success than has characterized it during the season now closed."

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

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

GENTLEMEN :—The key to the scheme of Harbour improvement adopted by the Harbour Trust in conjunction with the City Government in 1891, is the Guard Pier, the construction of which has mainly occupied the labour of the Engineer and employes of the Trust.

The section of the Pier from the down stream end, as far as susceptible of being worked westward from craft afloat, has been constructed to about its full height and breadth. Thence westward, having to be worked by rail conveyance of material, about seven hundred feet has been constructed above summer water level.

It is estimated that about one third of the work upon the Pier has already been accomplished.

With the difficulties and delays incidental to the construction of new machinery, which will have been entirely overcome by the opening of navigation, the coming season will see the balance of the work upon the Pier so far completed before another winter, that the work upon the wharves and revetment walls, as projected by the adopted (No. 6) plan, may be entered upon forthwith with perfect safety from ice shove inside of the Guard Pier.

A deep-water channel to the line abreast of the warehouse on Mill Street extension would be of great advantage to the trade of the Harbour. To that end 65,000 yards have been excavated, furnishing rock material at the same time for the Guard Pier.

The removing of the shoal between the deep water wharves and the ship channel, and below the C. P. R. elevators has been continued and it is now nearly all cleared away.

The small basin immediately above Monarque Street has been abolished and the wharf extended in a direct line in front of it, thus increasing the deep water wharfage by 330 feet in length and giving increased land area behind.

At Maisonneuve the filling in of the low ground back to the boundary line of the Commissioners' property from the Hudon Cotton Mill to the St. Lawrence Sugar Refinery has been very nearly finished, and a large area of valuable ground has thus been made.

The two main lines of railway tracks have been extended down to the end of the new pier at Maisonneuve, thus supplying separate tracks for the Grand Trunk and the Canadian Pacific Railway Companies from the entrance of the Canal to the St. Lawrence Sugar Refinery.

Tracks have also been laid at Hochelaga for the new coal handling plant of the Dominion Coal Company and for the railway cars which receive the coal.

These additions to the Harbour track have increased its whole length to about 9½ miles.

The trade of the Port during the season shows a very satisfactory increase, 804 vessels, total 1,151,777 tons, being an increase of 11 per cent, contributing a revenue of \$316,605.95, being an increase of \$26,508.02, or 9 per cent over the previous season.

Respectfully,

HUGH McLENNAN

*Harbour Commissioner, representing Board of Trade.*

#### INCREASE IN THE NUMBER OF HARBOUR COMMISSIONERS.

An amendment to the Act respecting the Harbour Commissioners of Montreal, assented to 1st April, 1893, provides that in lieu of nine Commissioners, "The Corporation of the Harbour Commissioners of Montreal shall consist of eleven members, six of whom shall be appointed by the Governor in Council, one of whom shall be the Mayor of Montreal, *ex officio*, during his term of office, and the remaining four of whom shall be elected, one by each of the following bodies:—The Montreal Board of Trade, the Montreal Corn Exchange Association, la Chambre de Commerce du District de Montréal, and the Shipping Interest of the Harbour of Montreal."

The wording of Clause 10 of this amending Act gave cause for doubt as to whether it might not be necessary to elect the representatives of the Board of Trade and the Corn Exchange Association on the first Monday in August of last year (1893), and the Council therefore enquired of the Department of Marine its interpretation of that clause. The Department of Marine referred the matter to the Department of Justice, whose reply was somewhat indefinite, but implied that the two elections referred to need not take place until the expiry of the term of the respective representatives. That the Department of Justice agreed with your Council in finding Clause 10 liable to other interpretation than that intended is evidenced by the concluding clause of its reply, viz.: "It would be prudent to procure such legislation at the next session of Parliament as will remove all doubts."

#### EXPIRY OF TERM OF THE BOARD'S REPRESENTATIVE ON THE HARBOUR COMMISSION.

Mr. Hugh McLennan's term of office as representative of this Board on the Board of Harbour Commissioners expires this year on the first Monday in August, and you will therefore be summoned to attend a

special general meeting to be held on that date, 6th August, for the purpose of electing a representative to serve for the four years ending in August, 1898.

#### WHARFAGE DUES AND PILOTAGE DUES.

On these subjects the Council of 1892 reported as follows :

"The inland and ocean carriers continue to make complaint of the wharfage dues on import and export cargo, the incidence of which falls heavily on through shipments. The ocean and coastwise steamship agents also continue to complain of the excessive pilotage dues on the St. Lawrence, more particularly those between Quebec and Montreal, where the earnings of the pilots are reported as being twice or thrice as great as those of the pilots at other ports in the Province of Quebec or in the Maritime Provinces. Both subjects are understood to be under discussion between the Harbour Commissioners and the Government."

Since then the matter has remained in abeyance and the tariffs complained of continue in force.

#### HOSPITAL AND POLICE TONNAGE DUES.

Police dues are no longer charged at the port of Quebec, the levy having been discontinued by instructions of the Dominion Government, who will probably at an early date invite Parliament to abrogate the Marine Police Act, by virtue of which they were levied.

Hospital dues continue to be collected on shipping in this Province and in the Maritime Provinces, with the result that the retaliatory taxes continue to be levied on their tonnage in ports of the United States, while Ontario tonnage remains untaxed both at home and abroad. It is understood that the Government is considering the advisability of abrogating this tax also, so as to avail of the standing offer of the United States for the mutual abrogation of all tonnage taxes on shipping.

#### CANAL TOLLS.

The usual order in Council respecting Canal Tolls on grain was last year issued in good time, (13th Feb.), but instead of the two cent rate conceded for some years past, the toll was made ten cents, the following being an extract from that Order :—

For the season of 1893, the canal tolls for the passage of the following food products : Wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat, for passage eastward through the Welland Canal be ten cents per ton ; and for passage eastward through the St. Lawrence Canals only, ten cents per ton ; payment of the said toll of ten cents per ton for passage through the Welland Canal to entitle these products to free passage through the St. Lawrence Canals.

The efforts of the Council for many years past to obtain free navigation have therefore failed, and the St. Lawrence route continues to be handicapped to the amount of the toll as compared with the Erie Canal, through which all grain and goods east bound and west bound together with the craft carrying the same are passed absolutely free of tolls.

DESIRED ABOLITION OF THE LIGHT DUES NOW LEVIED IN THE  
UNITED KINGDOM.

As recorded in the Council's Report for 1892, the resolution favouring the abolition of British light dues on shipping submitted by this Board at the Congress of Chambers of Commerce of the Empire, held in London in 1892, was unanimously adopted. Subsequently the London Chamber, in whose hands was left the taking of the necessary steps for carrying out the resolution of that Congress, addressed a memorial, full of interesting details, to the Imperial Government, which prayed that the Government would be pleased to take such steps as might appear to it necessary for the purpose of charging the cost of maintaining the light-houses, buoys, beacons, etc., on the coasts of the United Kingdom, on the Consolidated Fund, and thus carry out the desire expressed in the said resolution.

That memorial was acknowledged by the Imperial Board of Trade with promise of consideration, and it is to be hoped that its prayer may ere long be granted.

PORT WARDEN OFFICE.

*Board of Examiners, 1892-93.*—John Torrance, Chairman, R. Bickerdike, Geo. Childs, Robert Reford, J. J. Riley.

*Port Warden.*—Captain Archibald Reid. Deputy Wardens, Captain J. A. Vibert, Captain Alex. T. Crighton.

*Resignation of the Port Warden—Appointment of his successor and two Deputy Wardens.*—Mr. James G. Shaw, the Port Warden, resigned that office on 20th July last, having held it since 25th April, 1887, when he was appointed to succeed Capt. Kerr, who died in that month. The Council, in accepting Mr. Shaw's resignation, referred, in terms of high appreciation, to his long and satisfactory record in the Port Warden office, first as Deputy Warden, and then as Warden, and assured Mr. Shaw of its sincere wishes for his welfare and prosperity in the future.



Pending the appointment of a new Warden, the Council authorized Capt. Archibald Reid, one of the Deputy Wardens, to assume control of the office. In September, the Board of Examiners having examined the various candidates for the Port-Wardenship, advised the Council of its preference for Captain Archibald Reid, and the Council thereafter recommended him to the Governor-in Council for appointment as Port Warden, which recommendation was approved, an Order in Council, dated 3rd October, appointing him Port Warden for the port of Montreal.

Capt. J. A. Vibert, who had previously been appointed a Deputy Warden, was retained in that office by the Council, and Capt. Alex. T. Crighton was also appointed a Deputy Warden, this appointment not taking effect until 1st April, 1894.

*Slight Alterations in the Regulations for Loading Grain.*

When the Imperial Government exempted Montreal from the operation of Sec. 5 of the Merchant Shipping (carriage of grain) Act, 1880, on account of our excellent Port Warden regulations, it was understood that to procure a continuance of such exemption, any changes must be approved by the Imperial Board of Trade. Accordingly the Port Warden Rules and Regulations as revised and consolidated last year, were submitted to that authority, and were generally approved. A few alterations were, however, suggested by the Imperial Board which, after consideration and approval by the Board of Examiners, were endorsed by the Council; they are as follows:—

REGULATIONS BEFORE AMENDMENT.

*Regulations Affecting Vessels Outwards.*

14. LIMBERS.

A.—The limber boards to be lifted and limbers and water courses to the ship's pumps to be cleaned.

I.—The Master shall inform the Port Warden of the quantity of bunker coal his vessel may require to take in after leaving this port, so that due allowance may be made when the free board is given. The free board of all grain laden vessels to be regulated by the Port Warden.

REGULATIONS AS AMENDED.

*Regulations Affecting Vessels Outwards.*

14. LIMBERS.

A.—The Limber Boards to be lifted and limbers and water courses to the ship's pumps to be cleaned where necessary.

I.—The Master shall inform the Port Warden of the quantity of bunker coal his vessel may require to take in after leaving this port, so that due allowance may be made when the free board is given. The free board of all grain laden vessels to be regulated by the Port Warden, but the free board is never to be less than that assigned under the provisions of the Merchant Shipping Act, 1880.

**J.**—The Port Warden is authorized, in cases where the strict enforcement of the provisions of this rule is in his judgment manifestly unnecessary, to modify them to such extent as he may deem the circumstances to warrant.

Rule J cancelled.

**SPECIFICATIONS FOR LINING SAILING VESSELS FOR GRAIN IN BULK.**

**II.**—The limber boards to be taken up and limbers cleaned out, when necessary, and in vessels or steamers having water ballast tanks, the flooring over tank to be covered by lining boards when required.

**SPECIFICATIONS FOR LINING SAILING VESSELS FOR GRAIN IN BULK.**

**II.**—The limber boards to be taken up and limbers cleaned out, when necessary.

Quite recently the Port Warden has accepted, with the Council's approval, the appointment of non-exclusive surveyor to Lloyd's Register of British and Foreign Shipping, London, England, in succession to Mr. James G. Shaw.

The new Port Warden's first annual report is as follows:—

OFFICE OF THE PORT WARDEN,  
MONTREAL, 30th December, 1893.

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

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

Navigation opened by the arrival from sea of the S.S. "Pickhuben" at 2 p.m. on the 3rd May, and closed with the departure for sea of the S.S. "State of Alabama" on the 23rd November.

The first sailing vessel to arrive was the barque "Peacemaker," on the 19th May, and the first vessel to enter the Gulf by the Straits of Belle Isle was the S.S. "Nether Holme," on the 23rd June.

Four hundred and thirty-three vessels of all kinds were entered at this office, with the tonnage of 836,931 tons, being eleven vessels and 48,231 tons over the arrivals of last year.

There has been an increase of steamships by twenty-two vessels and 57,451 tons, and a decrease in sailing vessels of eleven vessels and 11,220 tons.

There have been several mishaps to inward-bound vessels, but the only one we have to record to outward-bound vessels was that of the S.S. "Lake Nepigon," which was pierced by ice in the Straits of Belle Isle. She was beached in Forteau Bay, temporarily repaired, brought back to this port, and after overhaul and slight repairs, proceeded on her voyage.

The importance of Dry Dock facilities, by the lack of which this port greatly suffers, was strongly exemplified by having to take the S.S. "Wandrahm" to the port of New York for repairs.



The shipments of various kinds for the past season were as follows :—

Increase.	1892.	Description.	1893.	Decrease.
7,944,730 bsh.	1,889,550 bush	Corn, .....	9,834,280 bsh	
46,694 tns.	10,952 tons.	Hay, .....	57,646 tons	
1,841 "	1,344 "	Oil Cake, .....	3,185 "	
856 "	1,143 "	Minerals, .....	1,999 "	
	8,817,604 bush	Wheat, .....	7,461,017 bsh	1,356,587 bsh
	2,247,742 "	Peas, .....	1,898,289 "	349,453 "
	4,743,341 "	Oats, .....	3,062,052 "	1,681,289 "
	801,762 "	Rye & Barley .....	310,110 "	491,652 "
	817,055 brls.	Flour, .....	647,484 brls	169,571 brls
	1,438 "	Ashes, .....	1,114 "	324 "
	103,800 tons.	Sundries, .....	98,766 tons	5,034 tons
	100,352 .....	Cattle and Horses .....	83,045 .....	17,307 .....
	17,162 .....	Sheep and Hogs .....	3,764 .....	13,398 .....
	433,119 brls.	Apples, .....	59,808 brls	373,311 brls
	8,202 tons.	Phosphate, .....	5,175 tons	3,027 tons
	5,793 "	Lumber, .....	3,208 "	2,585 "
	172,702,025 ft.	Lumber, .....	132,097,979 ft.	40,604,046 ft.

The revenue of this office for the past year is \$9,035.49, against \$9,463.11 in 1892, a decrease of \$427.62.

By the foregoing you will note a great falling off in the majority of articles of shipment, notably and to a serious extent, in the shipments of lumber, apples and cattle, to which is attributable the decrease in the revenue of this office, only partially compensated for by increase in the shipments of hay.

There was, however, a very large increase in the shipments of corn over 1892, viz., 944,730 bushels, but this article does not contribute any revenue to the office.

On the 12th of August last Mr. J. G. Shaw resigned his position as Port Warden, and your subscriber was appointed to succeed him.

The Council of the Board of Trade, at a meeting held on the 8th November, placed Captain J. A. Vibert, who was appointed a Deputy Port Warden on the 28th March 1893, on the same footing, with respect to salary, as other Deputy Port Wardens, and appointed Captain Alex. T. Crighton, a Deputy Port Warden, such appointment to take effect on the 1st April, 1894.

Since my accession to the office of Port Warden, everything has gone on harmoniously, and, I trust, with satisfaction to yourselves and the shipping community.

I am, Gentlemen,

Your obedient servant,

ARCHIBALD REID,

*Port Warden.*

#### QUARANTINE SERVICE AT GROSSE ISLE.

As the result of enquiry made in February last, the Department of Agriculture wrote assuring the Council that the most active operations were then being carried on to make the Grosse Isle Quarantine a station of the first class with all modern disinfecting appliances, in readiness for the coming season of navigation.

## A PUBLIC GRAIN ELEVATOR NEEDED AT KINGSTON.

At the request of the Kingston Board of Trade, the Council endorsed that Board's application to the Dominion Government for a free site for the purpose of erecting thereon, a public grain elevator which would afford ten days free storage to all grain received at that port when prompt transshipment into barges is not possible, and at which all vessels should enjoy equal facilities. The Council believes that the facilities which would be afforded by such an elevator, would prove greatly advantageous to the grain trade of the country, and also aid in attracting exports via the St. Lawrence route.

## NAVIGATION OF THE KAMINISTIQUIA RIVER.

At the request of the Fort William, Ont. Board of Trade, the Council petitioned the Government to take steps to remove the obstructions to navigation at the mouth of the Kaministiquia River, and also that the work on the harbour pier there be continued in a substantial manner. The Government's reply was very satisfactory, for it stated "that immediately upon its attention being called to the needs of the river in question, the Department set to work to dredge a channel one hundred feet wide to a depth of sixteen feet."

## RAILWAY MATTERS.

*Excessive Shortages.*—It appears that the railway companies disclaim all liability for shortages, however large, on the ground that they are not responsible for the contents or approximate contents of a car where the bill of lading is signed "more or less." This assumption on the part of the railways sometimes bears very hardly on the consignee, the following being an instance:—The railway company signed a bill of lading for 24,000 lbs. of oats, but upon arrival at destination the car was found to contain less than 10,000 lbs., yet the company declined to consider the claim. This case led the Council to address the company stating that, in its opinion, it was absurd to hold that the phrase "more or less," inserted by railway companies in bills of lading, could cover a case in which a car contained considerably less than half the quantity specified on the bill of lading, and that as the company's agent could at a glance have discovered the discrepancy, it was gross negligence on his part to sign the bill of lading without examination, and that for such negligence the Council considered the company was responsible.

The matter is, still unsettled, but the Council deems it important that the railway companies should be made to hold themselves responsible for a fair proportion of the quantity specified on their bills of lading, as otherwise such documents will cease to be considered as adequate security by banks and others.

#### POSTAL MATTERS.

*Fast Atlantic Mail Service.*—Consideration of this subject early in the year revealed widely divergent opinions thereon, but the following resolution presented as its report by the special committee, to whom the question was referred, was finally adopted by the Council and thereafter communicated to the Postmaster General :—

That it is of great importance to the commercial interests of the Dominion that a Canadian fast Atlantic steamship service should be established at the earliest possible date,

That this council hereby urges upon the Dominion Government the desirability of giving such substantial aid as may be found necessary to secure a first class steamship service between Great Britain and Canada with a speed of not less than eighteen knots an hour, the steamships to come during the season of navigation to the ports of Quebec and Montreal, and to the most convenient Canadian Atlantic port during the winter months, and

That the Government should, at the same time, make the necessary arrangements with the several railways to ensure rapid despatch of all mails, passengers and freight carried by the said steamship line.

*Mail Service to Newfoundland.*—While the mail service from Newfoundland to Canada is fairly satisfactory, there is great complaint on the part of those doing business with that colony respecting the irregularity and uncertainty of the sailing dates of the steamers by which the mails are despatched from Halifax.

*Government Insurance of Registered Letters.*—The question of the desirability of the Government insuring the contents of registered letters has received attention through a committee, whose report as follows was adopted by the Council and communicated to the Postmaster General who promised to give the subject his careful attention :—

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

GENTLEMEN,—Your committee on government insurance of registered letters, having fully considered the evidence before it, and taken into consideration the great and increasing necessity for additional security being given the business community for the safe delivery of all registered matter, begs to report as follows :

That the revenue derived by the Government from the sale of registration

stamps amounts to a considerable sum during the course of a year, while the proportion of loss is, comparatively speaking, very small :

That a guarantee by the Government of the safe delivery of all registered matter, or failing that, the reimbursement of the amount lost, would be of great value to all who use that means of conveying valuables, and

That in the opinion of your committee the Government should be urged to adopt some means whereby the desired security could be given, provided such could be done without the imposition of any material extra charge in the cost of registration. The whole respectfully submitted.

JAS. A. CANTLE, Chairman.

FRANK J. HART.

A. A. THIBAudeau.

THOS. J. DRUMMOND.

For some years past the Imperial Post Office has held itself responsible for all registered packets not exceeding £5. in value, and for a small proportionate increase over the regular registration fee, packages of greater value can be insured. The Council would be glad if the Postmaster General would introduce the system into Canada, as at present the sender of a registered letter has no guarantee whatever of any recompense in case of its loss or theft.

*Reduction of the letter rate from three cents to two cents.*—This question has quite recently been under consideration, but while the Council would heartily welcome such a reduction, it is waiting receipt of information from Ottawa as to postal revenue and expenditure before deciding upon any action with respect thereto.

*Imperial Penny Postage.*—Referred to in paragraph "Second Chambers of Commerce of the Empire," on page 22.

#### PROHIBITION OF IMPORTATION OF DRIED FRUITS FROM SMYRNA.

Owing to telegraphic information that Asiatic cholera was epidemic in the province of Smyrna, the Government on 4th September prohibited by order in council the importation into Canada of dried figs or other dried fruits from that province and from ports subsequently declared infected.

A few weeks later the fruit interest having represented to the Government that cholera had ceased in the province of Smyrna, the prohibitory order in council was rescinded on 6th October, so that no quarantine restrictions of any kind against the importation of any fruits into Canada, dried or otherwise, thereafter existed.

Your Council's action in this connection was confined to asking the Department of Agriculture to arrange for the communication of similar



orders in council to Collectors of Customs, as in this instance the Acting Collector at this port had received no intimation of the prohibitory order herein referred to. The Council's request was approved by the Department.

#### CUSTOMS MATTERS.

*Uniform Appraisement.*—This subject received considerable attention in 1892 and quite early in the past year the Council addressed the Comptroller of Customs with regard to it. A few weeks later the Comptroller, (Hon. N. Clarke Wallace), intimated that he would receive in Montreal a deputation respecting the need of greater uniformity in the appraisement of goods for customs valuation, and the interview took place on 10th April in the Council Chamber of this Board. In addition to the Council there were several other members of the Board to meet the Comptroller, and so the various trade interests were well represented. All the speakers agreed in stating that they were not concerned as to the amount of the duty so long as the same goods paid the same rate at every custom house in the Dominion. The Hon. Mr. Wallace in replying, said, that he quite agreed that there should be a more efficient and complete system of appraisement, and that the opinions which had been expressed by those present would largely guide the department in coming to a proper decision on the matter.

The circumstance that the Comptroller came to Montreal to receive the deputation instead of the deputation proceeding to Ottawa to meet him, was appreciated by the Council and the other members of the deputation.

*Variation in methods of ascertaining strength in Wines, etc.*—As the result of representations made by your Council's predecessors in office at the instance of a firm of wine importers in this city, the Customs Department at Ottawa re-tested samples of the Tarragona wines which had been declared to be of higher strength than usual, and found the importers, contention that the wines were not above the usual strength, to be correct; consequently the importers were able to obtain a refund of the amount of duty overpaid.

#### INSOLVENCY LEGISLATION.

The absence of the Premier in Europe delayed action with regard to this subject until late in the year when a joint deputation from the Toronto, Hamilton and Montreal Boards waited on the Premier and the Minister of Finance to urge that the Government should introduce or

support during the next session of Parliament, a bill for the equitable distribution of insolvent estates. The deputation was much gratified to receive the Hon. Mr. Foster's assurance that a bill was being drafted in his department and that copies of it would be submitted to the chief Boards of Trade in order that their views upon its provisions might be obtained before the bill was submitted to the Cabinet. A copy of that bill has recently been received and is now under consideration of the Council's committee on insolvency legislation.

QUEBEC PARLIAMENT.

*Montreal Belt Line Bill.*—Many of the provisions of this Bill were considered to be subversive of the best interests of this city and of those of the surrounding municipalities, and your Council, therefore, urged that it be laid over until another session of the Legislature in order that all parties interested therein, or affected thereby, might have sufficient time for full consideration thereof. The Bill, however, became law, but the Council's action was instrumental in procuring the insertion of an important amendment whereunder the Belt Line Company cannot enter a municipality without its permission.

PROVINCIAL LAW RESPECTING THE JUDICIAL ABANDONMENT OF PROPERTY.

The Provincial Attorney General having requested suggestions from the Council respecting proposed amendment of those provisions of the Code of Civil Procedure which concern the judicial abandonment of property, the matter was referred to the committee on Insolvency Legislation. That Committee reported that in matters of insolvency the law as it stands gives general satisfaction, and is far in advance of similar legislation in the other provinces, but that, in view of the attempts made at each session of the Legislature to procure the passage of undesirable amendments to the Code, the committee suggested that a rule be adopted whereunder copies of any bill affecting the trade of the Province should be forwarded to this and other Boards of Trade in time to permit of such bodies making representations upon the bills prior to the date of their second reading. The Council adopted its committee's report and communicated its purport to the Attorney General, who in acknowledging said that, as requested, copies of any amendments offered to the Code of Civil Procedure concerning the judicial abandonment of property should be forwarded to this Board.



The Council successfully opposed during the two sessions of the Legislature held last year the following bills because of their objectionable provisions:— Bill introduced by Mr. Tellier of Joliette, providing for distribution of insolvent estates by the Prothonotary; Mr. Desjardins' bill to amend the Code of Civil Procedure respecting the abandonment of property.

POSITION OF HOLDERS OF FIRST MORTGAGES IN EVENT OF THE PROPERTY  
BEING SOLD BY SHERIFF'S SALE WITHOUT THEIR KNOWLEDGE.

It appears that the law in this Province gives no guarantee to the holder of a first mortgage in the case of the property being sold by Sheriff's sale, instances having occurred where parties had realized on such properties without the knowledge of the holder of the first mortgage, whose mortgage consequently became valueless.

The Attorney-General (Hon. Th. H. Chase Casgrain) was therefore addressed, asking for some amendment of the law to protect the holders of first mortgages in event of the property being sold by Sheriff's sale, and suggesting that this might be done by causing the Sheriff to notify, sixty days prior to the date of sale, all parties having registered claims against said property. The Hon. Mr. Casgrain has assured the Council that the matter shall receive his fullest consideration, and that as the Code of Civil Procedure is now being revised, he would call the attention of the Commission to the wishes of the Montreal Board of Trade.

PROVINCIAL TAXATION.

This subject, which received so much attention from the Council of 1892, has again been frequently considered. It first came before the present Council in the shape of a letter from the Provincial Treasurer, dated 7th Feb., 1893, which stated that for reasons given it would be impossible for him to then change the tax in the direction desired by the Council (1892), and therefore that he believed the only course was to allow the present law to work. Your Council was very dissatisfied with this decision of the Provincial Government, the last interview between the Hon. Mr. Hall and the Council's predecessors having led the latter to hope that the tax would be more fairly graded, but it was not thought expedient to further agitate the question at that juncture, and so the letter was formally acknowledged without any comment.

In September on the invitation of the Hon. Mr. Hall, the Council was

represented by deputation at a conference between that gentleman, the Hon. Mr. Taillon and delegates from other organizations, respecting Mr. Hackett's bill for the taxation of personal property, when the special provincial taxes also were discussed. Your representatives strongly protested against Mr. Hackett's bill, for although it exempted from its operation, incorporated cities and towns which are governed by special provisions, they considered that the principle of taxation of personal property once adopted, it might possibly be eventually adopted in provincial taxation.

Another opportunity of meeting the provincial Premier and Treasurer respecting the provincial taxes being afforded, the Council enlarged its committee and authorized it to comply with the suggestion of the Chambre de Commerce and the Citizen's Taxation Committee that they be represented whenever the Council's committee met, so that all three bodies might work together. The Council's committee, after sundry meetings which representatives of those organizations attended, presented the following report of action taken which was unanimously endorsed by the Council:—

*To the Council of the Montreal Board of Trade,*

GENTLEMEN,—Your committee appointed on October 3rd and 10th with respect to the Provincial Taxation begs to report action taken by it as follows:—

As the result of four conference meetings with representatives of La Chambre de Commerce and the Citizen's Tax Committee the following decisions were unanimously arrived at:—

That the Joint Committees are unanimously opposed to the principles of the Hackett Bill,—

That the limit of \$10,000 under which the tax upon successions does not apply should be reduced to \$1,000,—

That this committee regards the Provincial taxes of 1892 at present collected from the mercantile community in this Province as onerous and excessive, and hereby recommends that those taxes be cancelled, and that in their place a tax of one mill be collected on all taxable real estate in the Province, the basis of valuation to be the assessment rolls of the cities and municipalities, and that said tax be collected by the proper officials thereof;

That this committee further recommends that such retrenchment in expenditure be enforced as will render the revenue produced by said tax of one mill on the dollar sufficient to meet the present extraordinary requirements of the Government;

That it is also the earnest opinion of this committee that in view of the financial condition of the Province, all exemptions from taxation should be abolished at the earliest possible date, and this committee respectfully recommends that this suggestion be seriously considered by the Government.

These resolutions were submitted by representatives of the several committees

to the Hon. Mr. Taillon and the Hon. Mr. Hall on Saturday last, the following newspaper extracts giving a fair account of the proceedings :—

The matter is thus for the present left in the Government's hands,  
The whole respectfully submitted,

J. D. ROLLAND,  
Chairman.

MONTREAL, 24th October, 1893.

Since the date of the interview with the ministers referred to in the foregoing report a session of the Provincial Legislature has been held, during which the special taxes were re-arranged, and the Hackett bill for the taxation of personal property was defeated. As the Hon. Mr. Hall stated in the Assembly that he hoped next year to considerably reduce the percentage of taxation, the Council deemed it best to take no further action.

The Council gratefully acknowledges the attention and time given to the consideration of this subject by the members of its committee on Provincial Legislation, viz : Messrs J. D. Rolland, Chairman, T. J. Drummond, Edgar Judge, D. L. Lockerby, J. McKergow.

HON MR. CASGRAIN'S BILL "AN ACT RESPECTING THE REORGANIZATION OF  
THE LAW COURTS."

The Council's co-operation, in petitioning the Provincial Government to postpone this proposed legislation, was sought by a committee of members of the Bar, the draft petition stating that, while a change was necessary, the Government should fully enquire into the different systems of judicature of other countries before enacting a new law purporting to change the present system of judiciary, and that in the meantime a proper code of procedure should be framed and sanctioned at the earliest possible moment.

Knowing that a difference of opinion existed among members of the Bar respecting the proposed legislation, the Council delayed consideration of the subject until possessed of the printed copies of the Hon. Mr. Casgrain's speech respecting it, which that gentleman most kindly forwarded. Upon receipts of these pamphlets it was ascertained therefrom that instead of moving the second reading of his bill, the Hon. Mr. Casgrain had moved and procured its reference to the committee on legislation. The provisions of the bill can therefore be studied by all interested until its reintroduction into the House next year, and present action on the part of your Council was by this postponement rendered unnecessary.

## MUNICIPAL AFFAIRS.

*General Civic Elections in 1893 advocated.*—At the first of the two sessions of the Provincial Legislature held last year the Council addressed a letter to the private bills committee at Quebec, asking that it would favour and procure such amendments to the Montreal city charter as would ensure the holding of a general election of the City Council, and thus afford to the citizens an opportunity of securing capable municipal government. The private bills committee adopted the principle advocated by the Council, of general municipal elections for Montreal in 1893, but the bill was changed by the Legislative Council so that they would not be held until 1894 and every two years thereafter. Since then a further amendment of the charter provides that instead of three aldermen for each ward there shall be but two.

*Scavenging Contract.*—Exception was taken by your Council to the contemplated awarding by the City Council of the scavenging contract for the city upon one tender only, at an extravagant increase on previous years' figures, the following resolution being adopted and communicated to the finance committee:

*Resolved,*—That the Council of the Montreal Board of Trade hereby earnestly protests against the unnecessary expenditure involved in the proposed awarding of the contract for the scavenging of this city for a period of years at an advance of nearly 150 per cent. upon the cost of former years.

That the Council would respectfully recommend that whether the collection and delivery of the garbage should be done directly by the Corporation or by contract, the city should at any rate own and operate the necessary incinerators, and the Council therefore recommends that immediate steps be taken to procure sites therefor, and that the incinerators to be built shall be of the latest and most improved design, as now in successful operation in the large cities of Great Britain.

The objectionable contract was not awarded, and the city is now doing its own scavenging.

*Increase of Civic Debt Opposed*—Quite recently the Council opposed the city's application to the Provincial Legislature for power to negotiate an additional loan of one million dollars by adopting the following resolution, which was communicated to the chairman of the private bills committee and to several other influential members:

*Resolved,*—That the Council of the Montreal Board of Trade views with serious alarm the rapid increase in the debt of the city, and heartily approves of the principle embodied in clause 5 of Bill No. 34 as adopted by your honourable House. The very abnormal increase during the present year in the assessed value of the non-taxable property of the city clearly shows that a limit which includes this class of



property is liable to be unduly and continuously enlarged at the caprice of those in authority for the purpose of securing increased borrowing power ;

It therefore heartily supports the principle that the limit fixed shall be upon the taxable property of the city only.

Following the views above expressed, the Council would strenuously oppose the application of the City Council for power to borrow an additional million of dollars, believing that the safety limit of the borrowing power of the city has been already reached.

Although the recommendations of this resolution were not adopted as they stood, the city bill as finally passed shows that one important point was gained, in that the borrowing power of the city has been fixed at 15 per cent. on a total valuation of \$165,000,000 for the next four years, and that thereafter the limit shall be 15 per cent. on the taxable portion alone.

SECOND CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE, HELD IN  
LONDON IN 1892.

The Council of the London Chamber of Commerce, which Chamber was deputed by the Congress to take the necessary steps for carrying out the several resolutions it adopted, reported last May to this and other Boards represented at the Congress, the action taken. That report is too lengthy to be included herein, and, therefore, reference is made here only to the two subjects upon which Colonial Boards of Trade are invited to take action. One of these is Imperial Penny Postage, respecting which the London Chamber says that Colonial Associations will, it thinks, aid considerably by bringing the question directly and specially under the notice of their respective Governments, so that they may be prepared to discuss the possibility of adopting the reform in the event of the Imperial Government broaching the subject. The other subject is the desired abolition of the light dues now levied in the United Kingdom, which was introduced at the Congress by this Board, and is referred to under its heading on page 9 of this report.

The Council of the London Chamber concludes the report upon its executive work in connection with the Congress as follows :—

“ Although ten months have expired since the Congress was held, the Council have not, hitherto, thought it necessary to present a report of their stewardship, inasmuch as the political events of last year, and the necessarily slow progress of steps in regard to negotiations for the reform of Bills-of-Lading, did not enable an earlier record to be made of any actual results.

“ The great principles involved in some of the recommendations of the Congress themselves forbade rapid accomplishment. The Council are disposed to think that

your Association, in common with others which co-operated in the gathering of last year, will not be discouraged by the meagreness of immediate success. In regard to Colonial matters, and certainly in respect of those questions that came before the Congress, no conferences or decisions of a conference have been more frequently alluded to in public proceedings than has been the case with the second Congress of Chambers of Commerce of the Empire.

"The Council of the London Chamber of Commerce, in presenting this report, desire to express their earnest hope that the effects of the Congress may be perpetuated by the establishment of closer relations between all the Associations which were represented at the meetings; that in the future, far more than in the past, the co-operation of Home and Colonial Commercial Associations with your own will be sought and secured, when useful work of mutual interest can be performed."

#### THE IMPERIAL INSTITUTE.

The attention of those interested is called to the following extract from a letter received from Mr. Harrison Watson, Canadian Curator of the Imperial Institute, London, England, with whom the Council has been from time to time in communication respecting sundry matters:—

"All manufacturers of Canadian products that can find a market here should take advantage of the opportunity offered by the Imperial Institute, and be represented. There is an ever-increasing demand for articles of food, and Canadian fruit and vegetables, as well as grain and other products, should be shown. The Australian colonies are already largely represented in this direction. I shall be happy to do anything in my power to promote business relations, if furnished with general information."

At Mr. Watson's request, the Council has recently forwarded for exhibition in the Institute, framed views of the exterior and interior of the Board's new building.

#### STEAMSHIP COMMUNICATION WITH THE WEST INDIES.

This subject was again brought to the attention of the Council, who thereafter addressed the Government urging the granting of a subsidy towards maintaining a Canadian steamship line between Montreal and Jamaica and other West Indian islands, as affording a much desired outlet for the exports of this country. The Government acknowledged the communication, and subsequently intimated to the promoters of the line, that having subsidized a line of steamers between Halifax and the West Indies it could not at present appropriate for that purpose any more of the funds at its disposal.

In the meantime, infrequent steamship communication between Montreal and the West Indies is maintained during the season of navigation.

## TRADE POSSIBILITIES WITH CAPE COLONY.

As the result of a visit to Cape Colony, Mr. R. R. Dobell, of Quebec, has become impressed with a conviction that a large trade could be done with the Cape in many articles of Canadian produce, particularly in lumber, cheese, agricultural implements and sewing machines; and last June Mr. Dobell despatched a small ship with a trial cargo. Since then Mr. Dobell has met your Council and addressed it fully upon this subject, his idea being that if the Canadian Government would grant a subsidy towards the establishment of a line of steamers between Canada and South Africa, the Cape Government would take similar action.

The Council, while most anxious to assist in opening up trade relations with other countries, fears that the dearth of return cargoes from the Cape would incline the Government of that colony to regard unfavourably the suggested subsidizing by it of such a line of steamers.

## TRADE BETWEEN CANADA AND AUSTRALASIA.

On the 2nd August the Council held a special meeting for the purpose of affording Mr. Jas. Huddart, managing partner of the Australian-Canadian Steamship Company, and Mr. F. W. Ward, his colleague, an opportunity to address it respecting trade possibilities with Australasia. These gentlemen detailed their efforts to establish a monthly line of steamships between Vancouver and Australia, which line has since commenced operations, and they gave interesting particulars respecting the advantage of the Canadian route to Australia from England, and the articles of production and manufacture that Canada and Australia might interchange by means of direct steamship communication.

Mr. Geo. Olds, General Traffic Manager of the Canadian Pacific Railway, was present at that meeting, and said that his company was in the fullest accord with the efforts to build up direct trade between Canada and Australia.

## HOSPITALS NEEDED FOR LABRADOR FISHERMEN.

At the personal solicitation of Dr. Grenfell, Superintendent of the Mission to Deep Sea Fishermen on the Labrador coast, the Council adopted and communicated a resolution to the Minister of Marine and Fisheries, stating that it was strongly in favour of the Dominion Government co-operating with the Newfoundland Government in building hospi-

tals for the care of sick and destitute fishermen, and also in assisting the Mission in any practical way for the benefit of Canadian fishermen.

#### SUNDRY INVITATIONS RECEIVED.

The Ensilage and Economic Stock Feeding Association held their second annual convention in this city in February, and invited the attendance thereat of members of the Board of Trade. The Council published the invitation in the newspapers for the information of the Board's membership.

The Council was requested in April by the Committee of the Mercantile Congress of the World's Fair at Chicago to appoint a representative of this Board to attend its sessions, but it was found impossible to secure the attendance of a suitable member for the required period in the summer months.

An invitation was received for this Board to be represented by a delegation at the Second International Reciprocity Convention, held in St. Paul on 5th and 6th June last. An effort was made to induce some influential members to attend, but it was not successful, and the Council, therefore, had to write stating this fact, and expressing its cordial wishes for the success of the Convention.

#### LARGE PHOTO-GROUP OF THE BOARD'S MEMBERSHIP.

With the Council's permission, Messrs. Notman & Son have produced a large group of the Board's membership, to commemorate the fiftieth anniversary of the Board's incorporation in 1842, and the entry into its new building last year. The original group is the property of Messrs. Notman & Son, its production involving no expense to the Board, but copies of reduced size can be obtained from that firm.

#### DONATION OF A SET OF MONTREAL PRODUCE CIRCULARS.

Mr. R. M. Esdaile has most kindly donated to the Board's library a complete bound set of the Montreal Produce Circulars from 1848 to 1880, which gift was acknowledged by the following resolution :—

That the cordial thanks of the Council are hereby tendered to Mr. R. M. Esdaile for his kindness in presenting the Board with a set of Montreal Produce Circulars from 1848 to 1880, the circumstance that this is perhaps the only complete set adding greatly to its value.



## ESTABLISHMENT OF AN INSPECTION OF HAY.

The need for the inspection of hay having been very apparent since the large increase in the export of that article, the Council communicated with the Government, first by letter and then by meeting the Comptroller and the Commissioner of Inland Revenue when in this city, regarding the establishing of such inspection. It appeared, however, that this could not be effected without an amendment of the inspection law, and, therefore, after consultation with the various parties interested, Mr. Hospice Labelle, the grain inspector, was authorized by the Council to inspect hay, and a Board of Examiners was appointed to establish standards, etc. The Government approved of the arrangement upon the understanding that Mr. Labelle should sign hay inspection certificates as Dominion inspector of grain with a note appended stating that, as the inspection of hay is not provided for in the "General Inspection Act," in signing these certificates the inspector is acting as the appointee of the Montreal Board of Trade to whom, instead of to the Government, he has given adequate bonds.

The names of the Board of Examiners, and the inspection grades of hay approved by the Council on their recommendation are recorded on page 28.

An effort to obtain from the Harbour Commissioners a reduction of the wharfage charges on hay was not successful.

## INSPECTION AND OTHER OFFICES.

*Inspection of Flour and Meal.*—Inspector, none. Board of Examiners 1893, A. E. Gagnon, Chairman; O. M. Gould, W. A. Hastings, Jas. S. Norris, David Robertson.

The Council upon being requested by the Department to submit the names of three competent and properly qualified persons to be appointed by His Excellency in Council on the Board for the selection of Flour Standards, requested the Board of Examiners to say which of their number should act. The Examiners nominated Messrs. A. E. Gagnon, O. M. Gould and W. A. Hastings, which nominations were confirmed by Order in Council, the full Board appointed being as follows:—

O. M. GOULD, Chairman, Montreal.	A. E. GAGNON, Montreal.
W. A. HASTINGS, do	} representing Winnipeg.
W. W. OGILVIE, do	
WM. BRODIE, Quebec.	J. L. SPINK, Toronto.
GASPARD LE MOINE, do	A. MCFALL, do
C. R. SMITH, Hamilton.	J. D. SAUNBY, London.
ROBT. NOBLE, Dom. Mill. Ass., Toronto.	

The meeting was held on 7th December in one of the large bow offices in this building facing north east, which room affords a specially good light for the delicate work of selection of flour standards. The standards were duly chosen, and subsequently issued through the local inspector of Inland Revenue.

*Inspection of Wheat and other Grain.*—Inspector, Hospice Labelle ; Deputy Inspectors, Alex. Boyer and Gustave Labelle. Board of Examiners, 1893, A. G. McBean, Chairman ; Auguste Girard, Hugh McLennan, Robert Peddie, Adam G. Thomson.

A question was raised early in the season as to whether the Inspector was justified in granting certificates for oats when aware that they had been mixed with barley in order to thereby reduce the quality of the oats to the lowest point at which they would pass inspection according to the standard. The standard contained an admixture of barley grown with the oats, but it was claimed by some of the Examiners and a section of the trade that the deliberate addition of barley to the oats to reduce the latter to the quality of the standard was not contemplated by the inspection law and should be prohibited. Others of the Examiners and of the trade represented that the practice of mixing the oats with barley would have the effect of injuring the character of our inspection of oats.

The matter was referred to the Department of Inland Revenue, and its reply was to the effect that while the standard of oats might be faulty, buyers knew what to expect, and as it had been in use for several months the Department was of opinion that its rejection now might do more harm than the continuance of the existing standard. Regarding the addition of barley to the oats, the Department said that, provided the grain was equal to the standard, it failed to see that it made any difference to the consignee whether accident or design led to the admixture, and that it did not seem to be a matter upon which the Department should interfere.

Another question referred to the Department of Inland Revenue was the right of Canadian grain inspectors to inspect Canadian grain at United States ports or to inspect United States grain in Canada. The Comptroller's reply stated that he deemed it unwise to prohibit the practice referred to provided the certificates state clearly what are the facts in relation to the grain so inspected.

Messrs. Adam G. Thomson and Alex. McFee represented Montreal at the meeting in Toronto on 26th September, for the selection of standards east of Port Arthur, and Mr. T. A. Crane at the meeting in Winnipeg on 22nd September for those west of Port Arthur.

*Inspection of Leather and Raw Hides.*—Inspector of Leather, J. H. Moonéy. Inspector of Raw Hides, A. Masson. Board of Examiners, 1893, Thomas Ecroyd, Z. Lapierre, F. C. A. McIndoe, Thaxter Shaw, John Stephens.

*Inspection of Beef and Pork.*—Inspector, James Doheny. Board of Examiners, 1893, James Allan, M. J. McGrail, Peter Laing, Stewart Munn, T. S. Vipond.

*Inspection of Pot Ashes and Pearl Ashes.*—Inspector, Edward J. Major. Board of Examiners, 1893, Chas. H. Cunningham, Hy. Dobell, Jno. E. Kirkpatrick, James Sinton, D. T. Tees.

*Inspection of Pickled Fish and Fish Oil.*—Inspector, none. Board of Examiners, 1893, John Baird, Charles Chaput, R. P. McLea, Jas. E. Rendell, T. S. Vipond.

*Inspection of Butter.*—Inspector, none. Board of Examiners, 1893, A. McK. Cowie, D. A. McPherson, Thos. Shaw, J. A. Vaillancourt, Geo. Wait.

*Inspection of Hay.*—(not provided for in the Inspection Act.) Inspector, the Inspector of Grain, Hospice Labelle. Board of Examiners, 1893, Jos. Robillard, Chairman; Jno. Crowe, Wm. Cunningham, C. B. Esdaile, Jos. Quintal.

#### *Standard Grades of Hay.*

No. 1 Timothy shall be Timothy with not more than one-eighth of clover or other tame grasses mixed, good colour, sound and well cured.

No. 2 shall be Timothy with not more than one-third of clover or other tame grasses mixed, good colour, sound and well cured.

No. 3 shall consist of at least fifty per cent. of Timothy and the balance of clover or other tame grasses mixed, fair colour, sound and well cured.

No. 1 Clover shall be clover with not more than one quarter of Timothy or other tame grasses mixed, good colour, sound and well cured.

No. 2 Clover shall be clover with not more than one quarter of Timothy or other tame grasses mixed, fair colour and well cured.

No Grade. All kinds of hay badly cured, stained or out of condition.

Shipping Grade.—shall be good condition regular shipping pressed hay, sound and well cured.

*Office of Weigher, Measurer and Gauger.*—(established prior to date of Inspection Law.) Weigher, Measurer and Gauger, D. Cameron. Board of Examiners, 1893, A. A. Ayer, Chairman, Thos. J. Drummond, Charles P. Hébert, Jno. E. Kirkpatrick, J. A. Mathewson, (resigned 29th May, 1893)

A resolution was adopted by this Board of Examiners recommending that the act governing this office be amended so as to provide for the appointment by Councils of different Boards of Trade of as many separate weighers, measurers and gaugers as may from time to time be found necessary. The Council did not however agree with that recommendation and therefore requested the Examiners to further consider it.

## THE GRAIN AND PRODUCE TRADE.

*Wheat.*—The European demand has been good, and large shipments have gone forward from this port, a considerable portion of which were from Duluth. The crop is exceptionally good as to quality, but disappointing in both Manitoba and Ontario as to quantity.

*Corn.*—There has been a very marked increase in the receipts of corn, large quantities having been shipped via Montreal during the summer months, the St. Lawrence route being preferred on account of the manner in which the grain is handled, and because of its cool waters.

*Rye and Buckwheat.*—Owing to good crops in Germany and Russia there has been but little demand for these cereals on export account, and shipments have been small.

*Barley.*—While the colour of the crop was good the weight was light. The demand for export has not been large, as owing to the western product being of good quality, United States malsters have purchased but limited quantities of Canadian barley.

*Peas.*—The crop in this province was small and the receipts from Ontario lessened by the shipping out of a large proportion of its crop during the winter (1892-93) via United States ports.

*Hay.*—Owing to the short crop in Great Britain, the shipments of hay from Montreal show a very large increase, the export figures for the past season of navigation being 57,646 tons, as against 10,952 tons in 1892 and 2,900 tons in 1891. The development of the export trade in this product has proved a source of considerable revenue to the port, over twelve thousand dollars having been received for wharfage and port warden fees. Extensive shipments to Europe were also made by Canadian dealers through U. S. ports, owing to cheaper ocean freights prevailing there; and a brisk market was maintained in the United States notwithstanding the demand in Great Britain.

A gratifying result of the increased receipts of Canadian hay in Great Britain is that it has won a good name there, and thus a permanent demand for that product may be looked for from that country.

*Flour.*—It was stated last year that the trade had been of an unsatisfac-



tory character, and that prices were lower than ever before known in this market; unfortunately that statement has to be repeated, so far as prices are concerned, with respect to the business of 1893. The exceptionally low range of values has induced a somewhat larger demand on local account and from country dealers, but the export trade has consisted mainly of through shipments from the west.

Tables showing the receipts and shipments of grain and produce at Montreal will be found on pages 73 and 74, the aggregate of Grain, Flour and Meal for the past five years being as follows:—

	1893.	1892.	1891.	1890.	1889.
	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts..	28,313,035	28,508,007	24,176,289	18,215,063	18,722,865
Shipments	27,590,556	24,355,965	18,651,409	13,550,974	15,257,678

*Butter.*—The increased shipments of the past two seasons, 1892 and 1893, have stimulated the make of the finest grades, and England has acknowledged that Canadian exports of creamery are again competing favourably with those from Ireland and Denmark. The only drawback to the export trade from Canada is the lack of refrigerator accommodation on the steamships. Were this provided so that summer goods could be shipped when fresh, the foreign demand would double present export figures.

*Cheese.*—It is pleasant to record that for this important branch of Canadian export trade, the year 1893 has been an exceptionally good season, and the farmers of Canada have great reason to congratulate themselves, not only on the make, which is the largest yet recorded, but upon the handsome prices obtained for their product. The shipments from Montreal during navigation are 1,651,737 boxes against 1,630,051 boxes for 1892. The demand has been continuous and prices good all season, partly owing to the short make in some of the English cheese sections, and also the decreased make in the United States. The shipments from New York to December 30th, are 320,000 boxes less than for corresponding period of previous year. The stocks on hand January 1st, are reported small at all the large distributing centres, so that a good wind up of the season is looked for.

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

	1893.	1892.	1891.	1890.	1889.
BUTTER.	pkgs.	pkgs.	pkgs.	pkgs.	pkgs.
Receipts ..	111,092	221,867	211,978	150,903	143,730
Shipments	84,481	115,461	84,069	40,549	62,395
CHEESE.	boxes.	boxes.	boxes.	boxes.	boxes.
Receipts ..	1,499,499	1,379,136	1,372,279	1,415,348	1,183,566
Shipments	1,651,737	1,630,061	1,343,270	1,379,684	1,156,375

N.B.—It is estimated that about 150,000 boxes more Cheese are received annually than reported, receipts from some near points and by irregular boats not being recorded.

#### THE LIVE STOCK TRADE.

The continued scheduling of Canadian cattle by the Imperial authorities has continued throughout the year to the great detriment of the export trade in live stock, the past season being one of the worst ever experienced.

The live stock shippers and steamship agents took advantage of the presence of the Minister of Agriculture in this city in April last, to wait upon him with regard to the steps to be taken to procure the exemption of Canadian cattle from that schedule, your President accompanying the deputation at its request and acting as chairman at the interview with the Minister. The delegates agreed in impressing upon the Minister the importance of having Canadian cattle kept by themselves in the British lairages, as the only hope of procuring the removal of the schedule was to prevent Canadian cattle from being mixed up with cattle from the United States, which latter might be diseased. Another point strongly urged was, that Dr. McEachran should be sent to England to act as expert under Sir Chas. Tupper.

The Minister showed in his reply that he was fully alive to the exigencies of the situation, but, while favouring the employment of an expert, thought that the opinion of a foreigner would have more effect than that of a Canadian. Shortly afterwards the Department wrote the Council stating that in consequence of the representations made at that interview with the Minister, Sir Chas. Tupper had been cabled as follows :

“First shipment cattle from Halifax to Liverpool 29th inst. Important have guardians for preventing mixing Canadian with home-bred or American cattle. Have lungs kept under watch from slaughter to examination.”

These efforts to procure exemption were, however, unavailing, and it is generally conceded on the part of the live stock exporters that the schedule against our cattle will remain in force, so that all objections to making Montreal a port for shipping American cattle have been removed.

The following tables show a further reduction in the receipts and shipments of cattle, which is attributable to the operation of the said schedule.

*Shipments of Live Stock from Montreal to particular ports during season of navigation 1893, with total figures for twelve previous years :*

PORT.	CATTLE.	SHEEP.
Liverpool.....	33,104	3,247
London .....	23,943	356
Glasgow .....	19,001	.....
Bristol .....	5,076	107
Newcastle .....	2,098	33
Antwerp .....	100	.....
Total 1893 .....	83,322	3,743
" 1892 .....	98,731	15,932
" 1891 .....	109,150	32,042
" 1890 .....	123,136	43,372
" 1889 .....	85,670	59,344
" 1888 .....	60,504	45,528
" 1887 .....	64,631	36,027
" 1886 .....	63,932	93,856
" 1885 .....	61,947	39,401
" 1884 .....	57,288	62,950
" 1883 .....	49,090	84,790
" 1882 .....	28,358	63,667
" 1881 .....	28,536	55,538

*Receipts of Live Stock by Rail from the opening to the close of navigation for 1893, with comparative figures for 1892 and 1891.*

	1893.		1892.		1891.	
	CATTLE.	SHEEP.	CATTLE.	SHEEP.	CATTLE.	SHEEP.
Per Grand Trunk Ry	81,300	29,800	83,860	26,326	88,448	36,710
Per Can. Pacific Ry.	60,544	29,432	68,440	32,916	76,230	31,200
Totals.....	141,844	59,232	152,300	59,242	164,678	67,910

## LIST OF NEWSPAPERS AND PERIODICALS TO BE SUPPLIED TO THE READING ROOM DURING 1894.

## 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.  
Dominion Grocer.  
Le Moniteur du Commerce.  
Toronto .....Monetary Times.  
Canadian Grocer.  
Week.  
Grip.  
Winnipeg....Commercial.  
Victoria, B. C..British Colonist.

## MONTHLY.

Montreal.....The Bankers' Journal.  
Insurance & Finance Chronicle.  
Toronto.....Monthly Weather Review.  
Insurance Budget.

## NEWFOUNDLAND.

## DAILY.

St. John's.....Evening Telegram.

## UNITED STATES.

## DAILY.

New York .....Herald.  
Tribune.  
Evening Post.  
Journal of Commerce & Com-  
mercial Bulletin.  
Courrier des Etats-Unis.  
Boston .....Herald.  
Baltimore .... American.  
Buffalo .....Courier.  
Chicago .....Tribune.  
Minneapolis...Tribune.  
Toledo .....Blade.

## WEEKLY.

San Francisco..Weekly Call.  
St. Louis .....Weekly Globe-Democrat  
New Orleans...Weekly Times-Democrat.  
Detroit .....Weekly Free Press.  
Cleveland.....Marine Review.  
Cincinnati...Price Current.  
Chicago.....Farmers' Review.  
New York.....Maritime Shipping Register.  
Iron Age.  
Engineering & Mining Journal.  
Harpers' Weekly.  
Life.  
Scientific American & Supple't.  
Forest and Stream.  
Critic.

## FORTNIGHTLY.

New York.....Collector.

## QUARTERLY.

New York ....New York Quarterly Illustrator.

## MONTHLY.

New York.....Harper's Magazine.  
Century Magazine.  
Scribner's Magazine.  
Cosmopolitan.  
Outing.  
Review of Reviews.  
North American Review.  
Forum,  
Business.  
Popular Science Monthly.  
Sun and Shade,  
Art Amateur.  
Art Interchange.  
Architect's Edition Scientific  
Boston....Atlantic Monthly. (American.  
Milwaukee ....U. S. Miller.  
St. Louis...Miller & Milling Engineer.





to this Board of which he became a member in 1874, and it recalls with sad pleasure his valuable work on the Council during the many years he was elected to membership thereon, i.e., 1880 to 1888 and 1891 to 1893, and also on the Building Committee where his indefatigable energy contributed largely to the success of the Committee's work ;

That the Council of the Montreal Board of Trade hereby tenders to the widow and members of the family its most respectful condolences in the sad and sudden bereavement under which they are sorrowing ;

That as a further mark of regard for its colleague, the Council attend the funeral, and that the general membership of the Board is hereby requested to join it in paying that last tribute of respect to his memory.

#### ELECTION OF A SECOND VICE-PRESIDENT.

The office of second vice-president being left vacant by the greatly regretted death of Mr. Wm. C. Munderloh, it became the Council's duty, under provisions of Section 6, of the Act of Incorporation, to fill that office. There were two ways in which this could be done, *i.e.*, by electing a member of the Council to the second vice-presidency, and an outside member of the Board as an ordinary member of Council in place of the one made second vice-president, or to elect an outside member of the Board direct as second vice-president. The latter course was adopted Mr. John Torrance being on the 25th March unanimously elected by the Council as second vice-president of the Board, in place of Mr. Wm. C. Munderloh, deceased.

#### MINISTERS OF THE DOMINION GOVERNMENT AVAIL THEMSELVES OF THE FACILITIES AFFORDED BY THE BOARD'S NEW BUILDING FOR INTER-VIEWS WITH VARIOUS TRADE INTERESTS AND INDUSTRIES.

The Hon. Mr. Foster Minister of Finance, having intimated that, if convenient, he and the Minister of Trade and Commerce would like the Council to arrange for representatives of the various industries and interests to meet them with respect to tariff investigation, the Council at once complied with the Ministers' request by notifying one representative of each trade and industry to severally call a meeting of their respective interests for the purpose of appointing delegates to represent them at the interview with the Ministers. The Council desires it to be noted that it did not attempt to designate who should meet the Ministers, it simply asked one member of each interest to call a meeting thereof for that purpose and thereafter to notify the Board's Secretary of the names of the chosen delegates in order that he might advise them of the day and hour when the Ministers would receive them.

The Ministers commenced receiving the delegates on Monday, 24th April, and concluded their labours the following Wednesday afternoon. In addition to verbal thanks upon leaving, the Hon. Mr. Foster and the Hon. Mr. Bowell subsequently wrote the President thanking the Board for the use of its rooms and expressing their great satisfaction with the arrangements made for their convenience and comfort.

Subsequently the council chamber was placed at the disposal of the Comptroller and Commissioner of Inland Revenue in order that they might there meet the brewers of this city, and the interview duly took place.

#### DAILY 'CHANGE MEETING.

One of the chief advantages long anticipated to be derived from the Board occupying its own building was the establishment of a daily general 'Change whereby members of the Board could meet each day at a certain hour, so that business might be more conveniently and more expeditiously transacted between them. Mainly for this reason the several building committees of past years steadily refused to consider any site proposed for the Board's new building which would not permit of the Exchange Hall being on the ground floor and, therefore, most easily accessible for a daily meeting of members. When, therefore, the conditions from which the architects were to compile their plans were agreed upon, there was no question but that whatever space was required for occupation by the Board should be on the ground floor, although the larger rental revenue derivable from that floor as compared with other floors might have led the committee to a different conclusion. It was, therefore, clearly the duty of your Council to take steps towards initiating the long anticipated and prepared for "Daily 'Change," which it did by addressing a circular to every member of the Board asking his attendance at a special general meeting to be held on 10th May, to consider the proposition to establish a Daily 'Change. That meeting was duly held and attended by a number of representative members, the following resolution being unanimously adopted :

That in the opinion of this meeting it is very desirable in the interests of the business community of this city, that a daily general merchants' exchange should be established, where all the members of the Board could at the same time meet for the more expeditious and convenient transaction of business.

That such daily 'Change should be held each day in this hall between the hours of 12 and 1 o'clock, and that all present at this meeting hereby pledge themselves individually to do all in their power, by regular personal attendance and other means, to make said daily meetings of merchants a permanent success.

The Daily 'Change meeting was advertised to commence on Monday, 15th May, on which occasion a large number of members attended. The President briefly addressed them and, at his suggestion, the different trade interests selected their own meeting points on the floor.

In connection with this matter, it may be mentioned that at the suggestion of the Marine Underwriters' Association, the Council extended through the various shipping companies and shipping agents here an invitation to the masters of their vessels trading to this port to attend on 'Change, which invitation has been availed of by those gentlemen.

#### NEW BRANCH ASSOCIATION.

The Council is glad to be able to announce that the Bankers of this city have quite recently formed a local Association which has become affiliated with this Board.

#### REPORTS OF BRANCH ASSOCIATIONS.

In addition to the annual report of the Corn Exchange Committee of Management to that Association, and the annual report of the Marine Underwriters' Association to your Council, which have before been included in the appendix of this report, there are added in this issue, at the suggestion of the Council of 1892, the annual reports of the other branch associations—Wholesale Grocers' Association, Wholesale Dry Goods Association, Butter and Cheese Association.

The Council desires it to be understood that these reports of associations affiliated with the Board of Trade are compiled by those bodies, and are quite independent of the Council's report.

#### BUILDING COMMITTEE.

The Building Committee for the past twelve months has found that period to be a very busy and most anxious one, the earlier months being occupied with numerous details concerning the completion of the building and the renting of offices therein, and the time since occupation being quite as much taken up with alterations for tenants, additions to the interior fittings, procural of machinery, etc. The Committee held forty-five meetings and many informal consultations, a few items of the Committee's work being here recorded in order of date:—8th February—Messrs. Cantlie, Judge and Esdaile were appointed a Rental Com-



mittee, with power to decide with respect to any offers received for offices, etc. 10th February—Division of the eastern and western basements into offices, etc., decided upon; windows ordered in the partition between the smoking-room and Restaurant passage; main door into Exchange Hall to be given apparently increased height by decorative wood-work. 14th February—The heating of the building became the Board's duty, and coal was therefore purchased. 21st February—R. Mitchell & Co.'s tender for electric light fixtures accepted; tinting of the exchange hall, reading room, council chamber, committee room and secretary's office ordered. 28th February—The barber shop, restaurant, smoking room, etc., were ordered to be tinted. 7th March—Removal of bricked-up doorways at eastern end of corridors approved of; insurance against accidents in connection with passenger elevators approved. 14th March—Mr. Gordon Melville agreed to lease the restaurant. 21st March—Oak table and chairs for council room ordered. 28th March—The Executive Committee, to whom the Building Committee had referred the question of the appointment of the employees necessary for the new building, decided to make one appointment only, *i.e.*, that of a steam and electrical engineer, who should be superintendent of the whole building. Out of the numerous candidates for that position the Committee selected Mr. John J. York, who thereafter took charge of the heating apparatus and of the building generally. Mr. York has proved himself to be capable and trustworthy in the discharge of his duties, and his practical knowledge of machinery, steam and electrical apparatus, and his mechanical skill, have frequently saved the Board from the expense of employing outside assistance in the matter of repairs to machinery and electrical plant. 5th April—Large clock for exchange hall, with decorative wood-work, ordered. 12th April—Oak tables for reading room ordered; decoration of main vestibule approved; a range and sundry fittings for the restaurant, kitchen and laundry were ordered; also the construction of a lift between the restaurant and the Fish and Game Club rooms. 28th April—Mr. Rutan, one of the architects, visited the building and approved of the Board taking over the building, which the Committee accordingly resolved to do; umbrella stands and chairs ordered for exchange hall and reading room. 5th May—Architects wrote accepting the building, with the exception of sundry small items not finished; resolved to obtain light from the Royal Electric Company; contractors' securities released; whitewashing walls facing rear of building ordered to increase the light in the Board's offices; window from lane into boiler room changed into a

door. 22nd May—Paving of portion of courtyard in front of building with Forsyth's granite concrete ordered, and sodding the remainder approved. 12th June—Alteration of fanlights in exchange hall ordered, so as to permit of fly-screens being placed therein; paving ordered of portion of lane with Forsyth's granite concrete. 26th June—Electric light fixtures ordered for reading room. It soon becoming apparent that the cost of taking electric light from a company would prove very large, the Committee ascertained the cost of procuring plant for its manufacture on the premises. Finding that by owning its own electric lighting plant the Board would save a large sum annually, the Committee decided to incur the somewhat heavy initial expense, and on the 26th June accepted tenders for three Robert Armstrong automatic high speed engines and three Edison compound wound dynamos. 18th July—Erection of a coal shed in the lane approved, the two coal cellars being required for the dynamos and engines; Superintendent's estimate of cost of erecting the electric plant purchased was approved. 17th August—A larger feed water-heater than that furnished being found absolutely necessary before the building could be properly heated in the winter, the substitution of such was approved. 27th November—An electric fan ordered for the kitchen window to prevent any smell from that room permeating the building. 28th November—Door-springs procured for the six outer doors; two triple pole switches ordered for two of the dynamos.

#### EXPROPRIATION MATTERS.

*St. Peter Street.*—The Board has been awarded \$5,804.80 for that portion of its property expropriated on St. Peter street, which amount, after deducting the Board's proportion of the cost of expropriation (\$594.50), gave a net amount of \$5,210.30 which will be collectable by the Board in 1896.

*Widening of St. Nicholas Street.*—After consideration the Council decided that it would be better to endeavour to obtain the widening of St. Nicholas street from St. Sacrament street to Commissioners street, as laid down on the homologated plan of the West Ward, rather than allow the mere expropriation only of that portion of the street left vacant by the locating of the Board's new building back from the street line. This effort involved for those members of the Council who specially

undertook it a very considerable amount of attention for several months, but it was successful, and when the widening is carried out the approach to the building by St. Nicholas street will be greatly improved. The cost of the expropriation necessary for this improvement is not yet settled.

*Assessment for Widening Bleury Street.*—The Council joined other proprietors assessed for the widening of Bleury street but not benefited thereby, in endeavouring to procure legislation at Quebec relieving them from that liability, and the joint action was successful, the legislature enacting that half the cost of that work should be paid by the city and half by the proprietors on the street.

#### RENTAL OF OFFICES IN THE NEW BUILDING.

The Council has been much encouraged by its success in the matter of renting the offices, the more especially that it was not until April (which was late for tenants of offices elsewhere to decide to make a change) that the building was apparently accessible. There has recently been a renewed enquiry for accommodation, and the present prospects are that by the first day of May there will be scarcely a vacant office left. It is gratifying to know that the Board's tenants are generally well pleased with the building; the Secretary and the Superintendent reporting that not only have there been but singularly few complaints, but that they hear many expressions of satisfaction with their offices and with regard to the heating, lighting and caretaking: all of which, with ordinary assessments, are included in the rental.

#### REMOVAL FROM THE OLD CORN EXCHANGE BUILDING TO THE BOARD'S NEW BUILDING.

In view of the circumstance that a formal inauguration of the new building was to be held so soon as the interior fittings and furnishing were entirely completed, the Council did not arrange for any formal leave-taking by the Board of its old quarters on Saturday, 29th of April, or for any celebration of its entry into the new building on Monday, 1st May. The President of the Corn Exchange Association gave a farewell luncheon in the reading room of the old building on the Saturday, which your President and Council attended on his invitation, and it proved a very pleasant ending of the long term of years spent in the old room. The assembled company, at the conclusion of the luncheon, marched

across to the new building, where your President formally welcomed the Corn Exchange Association to its new quarters.

#### NEW MEMBERS.

The following gentlemen have been admittol to membership during the past year:—

- Jan. 3—Wm. Hutchins, of John Duncan & Co.  
 Jno. Patterson, of John Duncan & Co.  
 Alfred Brunet, Cashier, La Banque Nationale.  
 Wm. Bentham.
- Jan. 10—James Frederick Doran.  
 W. B. Powell, Manager, G. N. W. Telegraph Co.
- Jan. 24—Jas. H. Hanson, agent Buck Stove Works.  
 Geo. S. Plow, Commission Agent.
- Feb. 7—John Thorpe, agent Pilkington Brothers, Plate & Window Glass Manufacturers.  
 W. S. Goodhugh, of W. S. Goodhugh & Co.  
 A. Sabiston, of Sabiston Lithographic Publishing Co.
- Feb. 21—Richard Barry, Fruit Dealer, Bonsecours Market.  
 A. E. Smith.  
 Ralph C. Thorneloe, with R. C. Jamieson & Co.
- Feb. 28—Joseph Brosseau, of Marsan & Brosseau.
- March 14—Jno. E. Riley, Insurance Agent.
- March 21—Jas. B. Campbell, Merchant.  
 Wm. Doull, of Doull & Gibson, Wholesale Clothiers.
- April 11—Sigismund Doran, Farmer, Lower Lachine.  
 W. E. Price, Manufacturer.
- April 18—Napoleon Laramée, Merchant.
- April 25—W. C. Trotter, St. Johns, Pottery Manufacturer.  
 Geo. McNally, Inspector of Drain Pipes.  
 John Hammill, of J. C. McCready & Co.
- May 2—F. S. Foster, of J. C. Watson & Co.
- May 16—Jas. Kerr, Live Stock and Feed Merchant.  
 C. E. L. Porteous, Contractor.  
 W. W. Craig, Live Stock Exporter.  
 J. Henry Smith, Live Stock Agent.  
 G. N. Ducharme, Manager Banque Jacques Cartier, St. Cunegonde.  
 Robert Munroe, of Canada Paint Co.  
 J. M. Fortier, Cigar Manufacturer.
- May 23—Eusebe Tougas, of P. D. Dods & Co.  
 Jos. Rielle, Prov. Land Surveyor.  
 Leslie H. Dowker, } of Dowker,  
 Henry E. McIntosh, } McIntosh & Co.  
 W. B. Stephens, Manager Western Loan & Trust Co.
- May 30—Chas. Walker, of Walker Bros.
- June 6—J. F. Junkin, Manager, Sun Life Assurance Co.  
 Patrick Grace, Wholesale Grocer.
- June 13—Duncan Robertson, Oil Merchant.  
 Alex. Stoddard, with J. G. Sidey.  
 Robert W. Reford, of R. Reford & Co.  
 Thomas Williamson, of Steel & Williamson.  
 T. Nicoll, with Arch. Nicoll, Bank of Commerce.
- June 20—J. Wentworth Hill, Warehouseman.
- June 30—Thos. Baird, Merchant, Orms-town.
- Aug. 2—J. C. Malone, Hay Merchant, Three Rivers.  
 B. B. Bryan, of F. G. Logan & Co., Chicago.
- Oct. 3—John McDonald, Accountant.  
 R. B. Angus.
- Nov. 28—Captain Arch. Reid.



## DISTINGUISHED VISITORS TO THE NEW BUILDING.

*His Excellency the Right Honorable the Earl of Derby, Governor-General, and the Countess of Derby.*—Although prevented by the recent decease of his brother from accepting the Council's invitation to formally open the new building, Lord Derby intimated that he would much like to see the building, if he might do so privately; arrangements were therefore made to receive him and the Countess on the date of their farewell visit to this city. That visit was duly paid on 13th July, and as their Excellencies were accompanied by their daughter (the Honourable Isabel Stanley), Miss Lyster, and an aide de camp, and attended by a cavalry escort, the occasion became somewhat more public than had been anticipated. There was a large gathering of members assembled on 'Change, who sang the national anthem, and cheered the Vice Regal party as, conducted by the President and Council, it passed through the hall. A tour of inspection through the building was then made, Lord and Lady Derby both expressing themselves as specially pleased with its spaciousness and completeness, and the ladies of the party were moreover much interested in the glimpses they obtained of commercial life. Upon leaving, the distinguished visitors received a hearty send-off, both from the members inside, and from the large gathering of the general public outside, and the Council believes that the visit, although semi-private will long be pleasantly remembered by Lord and Lady Derby, and by the officers and members of the Board.

*Admiral Magnaghi and the officers of the Italian Warship "Etna."*—These gentlemen having accepted the President's invitation to visit the building, did so at noon on 5th August, when they were received by the officers of the Board and several members of Council. After inspecting the building and spending a short time on 'Change, the party were escorted to the restaurant where the President proposed the health of the Admiral who replied in very cordial terms.

## INAUGURATION OF THE NEW BUILDING.

Although complete enough by the end of April for occupation by the Board and its tenants, the building was not ready for a formal opening until towards the end of June. Upon communicating with the Earl of Derby with regard to his honouring that occasion with his presence, His Excellency replied that, while he could attend the formal opening of

the building, yet on account of family bereavement neither he nor Lady Derby could take part in any festivities held in connection with that event; and, therefore, that it might be better if the Council would leave him out of account altogether. Under these circumstances the Council decided to postpone any celebration of the opening of the building until immediately after the arrival of the Earl of Aberdeen, Governor-General-elect.

As the result of correspondence by letter and cable between your President and Sir Donald Smith, Lord Aberdeen accepted the Board's invitation to formally inaugurate its new building on Wednesday, 27th September, and it was thereafter decided that the ceremonies should be confined to one day—that the proceedings should commence at two o'clock with the formal inauguration by His Excellency, that the Council should entertain visitors, members and ladies accompanying them, to afternoon tea in the Restaurant, and that a banquet should be held in the Windsor Hotel at half-past seven o'clock that evening.

Invitations were then issued to the Dominion Cabinet, the Commander of the Militia, the leaders of the Opposition, the Lieutenant-Governors and the Premiers of the Provinces, the Speakers and City Members of the Dominion Parliament, the Provincial Treasurer, the Chief Justices, the Mayor, the Chairman of the Harbour Commission, the General Managers of the Grand Trunk Railway and the Canadian Pacific Railway, the Consuls General for the United States, Germany, France, and Spain, the Principal of McGill University, the Acting Collector of Customs, the Architects, and the Presidents of the following Canadian and United States Boards of Trade:—Toronto, Hamilton, London, Ottawa, Kingston, Winnipeg, Victoria, B.C., St. John, N.B., Halifax, Quebec, Three Rivers, Sherbrooke, St. Hyacinthe, St. John's, Nfld., Chicago, New York, Boston, Cincinnati, Milwaukee, Minneapolis, St. Paul, Buffalo, Duluth, Detroit, Toledo, St. Louis, Baltimore, the French Chamber of Commerce, and La Chambre de Commerce du district de Montreal. To the great disappointment of the Council, the Premier and some leading members of the Cabinet were compelled to decline the invitation on account of the date coinciding with important political engagements previously made by them in western Ontario.

To each member of the Board was sent an invitation for himself and ladies to the inauguration proceedings in the Exchange Hall, and to the afternoon tea, with a circular detailing the arrangements for the day.

A dais was erected in front of the reading room for the vice-regal party and other distinguished guests, it being carpeted and surrounded with palms, but no other decoration in the hall was deemed necessary.

As a record of the proceedings on the occasion will be of interest in future years, and as the Council did not feel justified in incurring the expense of publishing a souvenir volume, the following account of the inaugural ceremonies in the building, taken from *The Gazette* newspaper, is here quoted:—

The formal opening of the beautiful new building of the Board of Trade took place yesterday. To call it a success is a mere platitude. The building has been open for about six months, but the formal inauguration did not seem to lose any of its zest on that account. Great preparations were made for the event, and the Board can congratulate itself that the preparations and the fulfilment were the measure of each other. The ceremony was fixed for 2 o'clock, and by 1.30 the seats in the exchange hall were filled by ladies. The gallery and the reading room in rear of the platform were reserved for them also, and by the time the vice-regal party ascended the stairs all the seats were occupied by the beauty and grace of Montreal. The streets in front of the main entrance, and the windows of every building that commanded a good view, were early filled with spectators. A squad of police, looking trim and neat in their handsome full dress uniforms, were drawn up in the street, and with little difficulty kept the crowd back and a passage clear for carriages and pedestrians. The members of the Board and their lady friends arrived in large numbers on time. About five minutes to two, a guard of honor composed of a detachment of the Royal Scots, to the number of about 100, under command of Captain Cameron and Lieutenants Carson and Campbell, marched up St. Sacrament street and were formed two deep on each side of the walk leading to the main portal. The band was placed on the lawn. The guard presented a most creditable appearance; the men were well set up and looked well in their handsome uniforms, and fulfilled their duties with a precision that won admiration. The front of the building had been tastefully and quietly decorated. Graceful palms, ferns and flowering plants lent a charm to the doorway, a combination of the aesthetic and mercantile, so to speak. Suspended from the main arch of the portal was a beautiful banner bearing the Dominion coat of arms. Surmounting the arch floated a large Union Jack, and running across the angles of the court were lines of flags and banners of all nations, the tricolor being conspicuous. The doorway was gracefully draped with flags. The majesty of the law was typified by two statuesque policemen, who stolidly demanded the cards of all visitors.

#### THEIR EXCELLENCIES ARRIVE.

Promptly at two, the command "shoulder arms" was given to the guard and a murmur of expectation ran through the crowd. A minute later, the cavalry escort hove in sight and the carriages bearing His Excellency, Lady Aberdeen, and Prof. Drummond, followed by carriages containing his suite. President W. W. Ogilvie, Vice-President James A. Cantlie and Secretary Hadrill, were standing with bared heads on the curb, to receive the Board's guests. A good rousing cheer, with an echo to it, rose from the crowd in the street, and at the same instant the guard of honor gave the Royal salute, the band striking up "God Save the Queen." Bowing

her acknowledgments to the hearty reception, Lady Aberdeen walked towards the portal, carrying in her hand a large bouquet of magnificent roses. Lord Aberdeen followed with Mr. James A. Cantlie and Mr. Hadrill, Prof. Drummond and the members of His Excellency's suite, brought up the rear. Their Excellencies were at once escorted to the council chamber where the members of the council, the members of the reception committee and members representing outside boards were presented to them. Among these were : Messrs. W. W. Ogilvie, president ; James A. Cantlie, 1st vice-president ; John Torrance, 2nd vice-president ; Edgar Judge, treasurer, and Wm. Cunningham, Thos. J. Drummond, R. M. Esdaile, Frank J. Hart, D. L. Lockerby, John McKergow, John B. McLea, J. D. Rolland, Chas. F. Smith, A. A. Thibaudeau and James Williamson ; Thos. A. Wright, representing the Chicago Board of Trade ; M. J. Robertson, representing the Board of St. John, N. B., and M. V. Chateauvert, president of the Quebec Board.

#### WELCOMED BY THE AUDIENCE.

A few moments later a good hearty cheer burst from the audience in the exchange hall as Their Excellencies were escorted to the dais, followed by Hon. J. A. Chapleau, lieutenant-governor of Quebec ; Sir Adolphe Caron, postmaster-general ; Hon. L. O. Taillon, premier of Quebec ; Hon. T. Mayne Daly, minister of the interior ; Solicitor-General Curran, His Worship Mayor Desjardins, Hon. John S. Hall, provincial treasurer ; Professor Drummond, Major Gordon, military secretary to His Excellency ; Captain Urquhart, A.D.C. ; Captain Kindersley, A.D.C., and his private secretary, Mr. Hewett, besides the members of the Board of Trade and other guests including Sir William Dawson.

It was quite a memorable scene when Mr. W. W. Ogilvie rose to speak. Surrounding him on the platform were the representatives of Her Majesty, the stately figure of the Lieutenant-Governor of Quebec, the ministers of the Federal Government, the Provincial Premier and his ministers, and the head of Montreal's civic government ; in the reading room in the rear, on the front benches and in the gallery to the right were congregated Montreal's most prominent ladies ; and further down in the hall, and mingled with the beauty and grace of the city were the rulers of Montreal's and, in fact, Canada's commerce and industry. Seldom does one see a more brainy or influential audience of such proportions. The national questions which agitate men's minds are debarred as subjects of discourse in such gatherings, but yet the speaking was of a high order of merit. Through all the speeches one note rang clear and strong—unbounded confidence in the destiny and development of our young Dominion. Such confidence, noticeable in every word of the speakers, yet not obtrusively sounded, augers well for the future.

#### THE PRESIDENT'S WELCOME.

The president, in welcoming Their Excellencies, said :—Ladies and gentlemen, I have great pleasure in tendering you a hearty welcome to our new Board of Trade building, and in thanking Your Excellencies for having so kindly accepted our invitation to open it. We have endeavored to make the building in every way equal to the requirements of the growing trade of this country and city. We have already outgrown two buildings. Our membership now is over 1,300, and growing steadily. Each branch of trade and commerce has its association affiliated with this Board, and we have every reason to be pleased with their prosperity. Our Corn Exchange Association has up to date this year exported double the quantity exported



in 1891, and three times that exported in 1890. Our Dairy Produce Association has increased its exports over 150 per cent, during the last ten years. Our Board of Arbitration settles nearly all disputes without recourse to a process of law. We expect the facilities we are going to have from our new building will contribute still more largely to the development of the trade we are all anxious to increase. We fully realize the work that is before us—the development of the largest half of this continent, viz., this Canada of ours. (Applause.) We have no fears for the future; we have no fears for the result. I am reminded by my Council that my speech, anyway, must be brief. It would be out of place for me to take up any more of your valuable time. My voice is already, I think, too familiar to the Board of Trade and commercial people of this city, and, therefore, I will detain you no longer.

#### HIS EXCELLENCY'S REPLY.

His Excellency then rose to reply, and when the ovation with which he was greeted had subsided he said:—Mr. President, ladies and gentlemen, the inauguration of this noble building forms a fitting celebration of the jubilee of the Montreal Board of Trade, which literally took place last year, and it is not too much to say that it marks an epoch in the history of the city, for the formation, the progress and the transactions of the Board are so indissolubly connected with the rise and progress of the city that a history of the institution would constitute in no limited sense a history of Montreal. And this fact, interesting and significant as it is, is due not merely to the vitally important and comprehensive functions of the Board, but in a very special manner to the fact that Montreal has been singularly fortunate in having had a long succession of enlightened and public-spirited merchants, who, following in the steps of John Richardson, the first president of the institution, have sedulously watched over and fostered the commercial interests and development of the city. The traditions, the principles of these men have been inherited and nobly maintained by their successors, the leading merchants of Montreal, and in connection especially with the work which we have thus to-day dedicated, the names of Archer, Greenshields and Ogilvie will be justly and honorably associated; the name, too, of another eminent citizen, whose absence on this occasion we deeply regret, I mean my distinguished friend, Sir Donald Smith. All, I am sure, will join in the hope that the health of Lady Smith, this being the cause which has unexpectedly detained Sir Donald in England, may speedily be restored, and that he may soon be again in the country where he has earned a position of such exceptional merit and distinction. (Applause.) Mr. President, I consider it a great privilege, as well as a great pleasure, to take part in these proceedings. I congratulate you, I congratulate the people of Montreal, nay, the people of the whole country, upon the auspicious event of this inauguration. It celebrates the progress of the past, the stability of the present and the hopes of the future, for it is, I trust, only the precursor, the omen of the steady advance and development of a commerce the advantage of which will be felt throughout the entire Dominion of Canada. I now declare this building open. (Loud applause.)

#### THE SOLICITOR-GENERAL SPEAKS.

The President next introduced the Hon. Solicitor-General Curran, whom he styled "our own representative." Mr. Curran was warmly greeted, and said that he could not express the gratification he felt to be honored by an invitation on such an

auspicious occasion, when His Excellency, who had been so royally received, as well as the noble Countess of Aberdeen, were present, and more especially in the presence not only of the merchant princes of Montreal, but of the city's fairest daughters, and to be introduced by his old friend, the president, as their "own representative." (Applause.) This celebration was a triumph of peace; it was the result of the arts of peace and concord. He was proud to be their representative, but in representing them in their grand achievement he also represented the sons of the soil. It was the happy harmonious working of capital and labor in our great city that had brought about such splendid results, of which the capitalist might well feel proud, but, which every honest and earnest worker on the farm, in the mill, the factory or the foundry had no unimportant share. The Board of Trade was not a political organization, but their lines were broad enough to enable him to say all that was necessary without transgressing their rules. Theirs had been a patriotic work from the earliest days, and whether struggling with the problems that first they had to contend with in the infancy of this great metropolis or in the more arduous questions of later days they had ever been moved by a patriotic spirit. That spirit had enabled them to be the principal factors in the deepening of the Lake St. Peter channel and had lent the most powerful aid for the construction of the great Canadian Pacific Ry. thus realizing the truth of the prophetic utterance of the much regretted Sir George E. Cartier, "All aboard for Hong Kong." (Applause.) Montreal is the heart of Canada; her prosperity is the reflex of the prosperity of the Dominion. Her mission and her future had been predicted by Vimont and the handful of followers who first planted the *fleur de lys* on this island. Her early history under French domination would be the worthy theme of an epic poem, and her development under the flag that now floats over us was worthy of her gallant founders. (Applause.) Her trust was in God, as evidenced by the spires pointing heavenward on every side. She has *facile princeps* in commerce and industry, in her schools and her universities, as in her Sir Donald Smiths, her Molsons, her Workmans, her MacDonalds, who gave their princely endowments. (Applause.) She was first in patriotism, as was evidenced by her army of brave volunteers and in her undying faith in our own Canadian land. Hers were a law-abiding people; no grave crimes blotted the annals of our courts; no city in the world, of her population, was so free from acts of violence. As with the rest of Canada no Lynch law prevailed here; the rights of every color and every creed and every race were respected. Our hearts go back from our happy home to the mother land with which we ardently desire to maintain our connection, and that desire has been enhanced, if possible, since Her Majesty confided to Canada's most cherished son the noble mission of representing the interests of the Empire and protecting the rights of Canada, which he did so well in the recent international tribunal for the Behring Sea arbitration. And that loyalty was never more strikingly manifested than last night, and to-day when the cheers of the people of every class caused the welkin to ring again and again in honor of the arrival of the illustrious statesman and his Countess, who have come amongst us to represent Her Majesty for years to come. Here then again we tender them a thousand welcomes, wishing them unalloyed happiness and every success, as they have wished every prosperity to the great work they have had the kindness to honor by their presence at this inauguration. (Applause.)

#### GREETINGS FROM SISTER BOARDS.

President Ogilvie having expressed his regret that the representatives of the

Detroit and Buffalo boards had not yet arrived, called upon Mr. Wright, the representative of the Chicago Board of Trade, to speak. Mr. Wright, who was warmly received, expressed his pleasure at being the delegate of the Chicago Board to return the visit made by Montreal's merchants in 1885, when the Chicago Board of Trade building was opened. The greater reciprocity there was in such matters could not help but unite communities, alike in interest, though divided by political lines, and thus secure the advancement of great enterprises and the completion of the links which divided commerce. The whole great West was tributary to this metropolis of Montreal, and it behooved them all to copy the great foresight, the wisdom and the energy which had resulted in the completion of the Canadian Pacific railway, one of the greatest feats of the age.

These great enterprises were the productions of the chambers of commerce, whose object was not only to encourage and extend trade, but to bring about the development of the natural resources of each country. In conclusion he expressed the hope that the inauguration of their building might prove to be a new starting point in the development of Canada's wonderful wealth.

#### A VOICE FROM ST. JOHN.

Mr. J. Robertson, president of the Board of Trade of St. John, N. B., expressed the hope that the great commercial metropolis of Canada would in the future, more than in the past, turn its eyes, its thoughts and its affections towards the Maritime provinces—(applause)—for he could assure those present that great and vast and important as were the interests of the West the advantages of the Maritime provinces were not less. Alluding to a winter port for the Dominion, he said that it could only be secured by the power, might and influence of the sinews of trade in the city of Montreal. In the Maritime provinces were ports which had been eagerly waiting for twenty-five years for us to go down and take possession of them. Their railway system was open all the year through, and the Maritime provinces asked us as their common right to make it our duty to bring them and us closer together in the bonds of commercial union.

#### GOOD WORDS FROM QUEBEC.

Mr. Victor Chateauvert, President of the Quebec Board of Trade, who was introduced by President Ogilvie as a warm friend of Montreal and the warmest friend the old Rock City ever had, added his congratulations to the Montreal Board upon this auspicious occasion. He referred to the development of the channel and the growth of the trade of the St. Lawrence, for which he predicted a great future, and announced his intention of inviting the boards of trade to visit the old city of Quebec and see its advantages for themselves. (Applause.)

#### THE MAYOR'S KINDLY WORDS.

Mayor Desjardins got a hearty reception on rising, and made, as he usually does on such occasions, a bright, happy speech that pleased his auditors, and yet contained some noteworthy thoughts. He had supposed his duty accomplished when by his presence he congratulated the Board on the opening of their great building. The population of Montreal were that day proud of the Board of Trade. It was one of those days that must be registered in their annals in golden letters. By their concord and union they had succeeded in erecting not only a great building, but also a great commerce of which they were all proud. He then devoted his attention to the

city. Montrealers were not disposed to compare their city with others. They were content to love it for itself. It was essentially a Canadian city, a great laboratory, as it were, where all the elements that composed Canada's population were worked up to make the great Canadian nation which we were trying to build up in this northern part of a great continent.

HIS EXCELLENCY SPEAKS AGAIN.

His Excellency, who was again most cordially received, then said: Mr. President, ladies and gentlemen, I am glad to observe that you do not deem it altogether irregular on my part to rise a second time; but in case any evidence was given on that point, I may mention that I rise with the assent of the President, and also, to use a Parliamentary phrase, to put myself in order before concluding, by proposing a motion. I think, ladies and gentlemen, we may congratulate the Board of Trade upon the mark of confidence and of appreciation which they have received to-day by the presence of this distinguished and brilliant audience. It is a public recognition of its great services, and, also, it is an expression of good wishes for the future. I think, also, we should all feel that a very interesting feature of these proceedings has been the addresses of those representative delegates from other boards of trade who are present here to offer their salutations and good wishes on this occasion. In alluding to them, I cannot help remarking that had my friend, Mr. Wright, who has such an excellent perception, like the other representative visitors, reminded us he was a Canadian, his reception would possibly have been even more enthusiastic. (Applause.) Of course, in view of his nationality, it is not surprising he should have attained such a high business position. Mr. President, amid all the interesting speeches this afternoon, I confess I only heard one observation in which I could not absolutely concur, and that was from Mr. Robertson, when he remarked that we were not to expect eloquence from business men. At any rate, this afternoon we have found that that remark is without foundation, and I think that for the future, at any rate in Montreal, we shall expect eloquence from business men of the city. I have been impressed not only by that point, but by the fluency and readiness, if I may presume to say so, of the speakers of to-day. I could not help thinking that in olden times such a gift would have obtained for them great celebrity and success in the pulpit of Scotland. (Applause.) In olden times there used to be considerable prejudice against what was called the use of paper in places of worship. I dare say my friend, Mr. Barclay, will excuse me if I repeat a story; it does not apply to the speakers of to-day. In the days to which I refer, a candidate for a church was preaching, and an elderly member of the congregation, a lady, had a strong feeling against the use of notes. She was near-sighted, and could not see exactly how the minister was going on in the pulpit, but she could hear well enough, so she whispered to her neighbor, "Is he readin'?" "No, he canna read," replied the other; "he's blin'." (Loud laughter.) I am sorry to add, ladies and gentlemen, that the old lady remarked, "I'm glad of it. I wish they were a' blin'." (Renewed laughter.) I will conclude with a motion which will, I am sure, meet with a very strong and unanimous response; it is:—"That a vote of thanks be accorded to our worthy friend, the President, for his conduct in the chair to-day." I am sure, when we pass this vote, and in so doing express our appreciation of the arrangements for to-day's reception, Mr. Ogilvie will be the first to say that credit should also be accorded to his colleagues and assistants; but we look upon him as the chief and benefactor of this Board. (Loud applause.)



The motion was then carried by acclamation.

#### THE PRESIDENT'S THANKS.

President Ogilvie returned thanks in his accustomed good style, and pointed out that the members of the Board had reason to be proud of what they had attained. Many of them had been engaged for years in developing the resources of our western country, in which they had been aided by the Government, and the farseeing, energetic citizens who had bound the country from ocean to ocean, with iron bonds. Now many of them had interests beyond the Rockies and he believed they would not be satisfied until they had overstept the bounds of the Pacific ocean. Mr. Ogilvie concluded by a reference to the reduction in the rate of inland transportation in late years and the necessity for a still further decrease.

#### LIEUTENANT-GOVERNOR CHAPLEAU.

Then there were loud calls of "Chapleau, Chapleau," and His Honor the Lieutenant-Governor, upon stepping forward, received a perfect ovation. His Honor, who appeared to be much improved in health, expressed his great pleasure at being present at the inauguration of their grand new building, but he was afraid he could not after the previous speakers, say anything new. In fact, had he, when starting from Quebec, conceived of pleasant things to say, he would have to confess that his pocket-book had been robbed, although he could not plead, as others, that he was unaccustomed to public speaking. (Laughter.) He would content himself by seconding the vote of thanks to his old, good and enterprising friend, Mr. Ogilvie. If he had been chosen as their president it must be because he was the very flower of the merchants of Montreal, (great laughter and applause), just as he was the great merchant of the flour of the country. (Renewed applause.) He congratulated the Board upon having such a grand building, but he was afraid that they would in the near future, as in the past, find their home too small.

#### AN AFTERNOON TEA.

As soon as the speaking was over Their Excellencies and the guests present were escorted over the building, and visited many of the beautiful offices which it contains. Afterwards they were entertained at afternoon tea in the spacious restaurant. It was a notable gathering, and few pleasanter opportunities of social intercourse could be afforded than in the multifarious element that composed this informal reception. Merchant princes, scholars, teachers, literary and scientific men, manufacturers, all the best elements of the city, joined in a pleasant social hour with our Governors. Their Excellencies were greatly pleased with their reception, and every one present was more than delighted with the graciousness of Lord and Lady Aberdeen.

#### THE BANQUET IN THE EVENING.

The banquet in the Windsor hotel last evening in honor of His Excellency the Governor-General and Lady Aberdeen and in celebration of the opening of the new Board of Trade building was a complete success. Every field of commercial life was represented, the politicians did honor to the business men, and the speeches were of that character which set men thinking. His Excellency the Governor-General made a very favorable impression upon his hearers, his knowledge of Canadian affairs being beyond the average of that of new governors-general.

## IT WAS A HANDSOME SIGHT.

Canadian and British flags fittingly predominated in the decorations of the dining hall, which when viewed from the entrance doorway presented a truly pretty scene, the vari-colored bunting, the happy faces of those who had met to do honor to the Governor-General, the merry sound of laughter which was provoked by the witty remark of some speaker, and the soft strains of music from the orchestra, which was under the able direction of Mr. A. P. McGuirk, making a picture which was typical of mirth, contentment and happiness. Along the right hand side of the room ran the table at which the principal guests were seated, the other tables running crosswise of the dining hall. The decorations were thoroughly in harmony with the nature of the gathering, in that they all typified trade and commerce. At the further end of the room was the sentiment expressive of the feelings of all present, "Welcome, Governor-General," whilst underneath was a shield bearing the words "Montreal Board of Trade," flanked by red ensigns, the arms of the city and various provinces, and the red, white and blue, with the maple leaf wreath in centre. Behind the seats occupied by the President and the Governor-General were the Royal arms, flanked on either side by royal standards and the flag of Scotland, and surmounted by the arms of Canada. On the opposite side of the room was an arrangement of symbolical of the progress of trade and commerce. Over a shield representing a portion of a galley appeared the flags of many nations, and underneath were large drawings of a locomotive and an ocean steamer, thus uniting the past and the present, and forming an extremely pretty bit of decoration. All round the hall the walls were bedecked with semi-furled flags, arranged after the style of the sails of a ship, and interspersed among them and forming a pleasing variety of color, were the arms of various countries and provinces. Never, in all probability, did the dining hall of the Windsor present a prettier picture than that of last evening.

## AT THE TABLE OF HONOR.

Mr. W. W. Ogilvie, the president, occupied the chair, having on his right His Excellency the Governor-General, His Honor Lieutenant-Governor Chapleau; Hon. T. Mayne Daly, minister of the Interior; Mr. Thos. A. Wright, a director of the Chicago Board of Trade; Hon. Solicitor-General Curran; Mr. George Clinton, president of the Buffalo Merchants' Exchange; His Worship Mayor Desjardins; Hon. Premier Taillon; Mr. V. Chateaufvert, president of the Quebec Board of Trade; Mr. Maxime Durand, consul for France; Senor don Candido de Pedrona, consul for Spain; Mr. J. B. McLea; Mr. A. L. Gordon, the Governor-General's secretary; Major Sheppard, A.D.C. to His Honor the Lieutenant-Governor; Captain Unquhart, A.D.C. to His Excellency the Governor-General; Hon. Edward Murphy; Mr. E. Pagnuelo, vice-president of the St. Hyacinthe Chamber of Commerce; Mr. J. Herdt, vice-president of the Chambre de Commerce Francaise de Montreal; and Mr. J. A. Gagnon, of the Three Rivers Board of Trade.

On his left were Chief Justice Sir Alexandre Lacoste; Sir Adolphe P. Caron, postmaster-general; Mr. Ed. Kemble, president of the Boston Board of Trade; Mr. D. R. Wilkie, president of the Toronto Board of Trade; Mr. E. B. Greenshields, ex-president Montreal Board of Trade; Mr. Edgar Judge, treasurer; Mr. J. Robertson, president of the St. John, N.B., Board of Trade; Sir William Dawson; Professor Drummond; Mr. Hugh McLennan; Hon. J. S. Hall, provincial treasurer; Dr. W. A. Anderson, consul-general of the United States; Mr. C. F. Smith; Dr. Lentze, German

consul; Mr. J. Bland, president of the London, Ont., Board of Trade; Mr. W. J. O'Hara, deputy collector of customs; Mr. Henry Bulmer, chairman of the Harbor Commissioners; Mr. L. E. Morin, president of La Chambre de Commerce; Mr. A. T. Lepine, M.P.; Hon. Senator Ogilvie, Capt. Kindersley, A.D.C. to His Excellency the Governor-General; and Lieut.-Col. Strathy.

After the dinner was enjoyed, the toast of the "Queen" was loyally honored.

#### THE GOVERNOR-GENERAL.

The President, in proposing this toast, said:—Canada has been singularly blessed in the selection made by our most Gracious Majesty of the statesmen she has sent to rule over us. It is a pleasure to us to know that our governors have never forgotten Canada when their duties called them elsewhere, but have always given us the helping hand and the encouraging word when opportunity offered, and our regret at their departure is assuaged by the pleasure we feel in knowing that our gracious Queen has sent us as her representative, in the Earl of Aberdeen, a statesman who has made a brilliant record in his own country. (Applause.)

The Earl of Aberdeen, on rising to reply, was greeted with a storm of applause. Cheer after cheer rang through the hall, and as the first greeting subsided and His Excellency was about to reply, a stalwart "Hip hip" again started the cheering with renewed vigor, winding up with the chorus "For he's a jolly good fellow."

#### HIS EXCELLENCY'S SPEECH.

His Excellency said—I have learned something to-night, Mr. Chairman, ladies and gentlemen. I have learned what Canadians can do in the way of welcome. (Applause.) With sincere heartiness I thank you for the courteous and genial terms in which this toast has been proposed and for the extremely cordial manner in which it has been received. For the personal and indulgent allusions of the Chairman I am grateful, but none the less do I recognize that the reception of this toast must be regarded as due to the respect and good will which you, as loyal Canadians, extend towards the occupant of the high and honorable position which I have been called upon to fill. Gentlemen, when thus, either directly or through her appointed representative, we show honor to the Sovereign, we do honor to ourselves. They are much mistaken who seem to regard loyalty as a mere sentimental tradition or a relic of bygone times. Loyalty, at least as it exists in Canada, is rational in character as well as warm in expression, because it is founded on principle as well as on feeling. Ours is a constitutional monarchy; we admire and revere the illustrious and gracious occupant of the throne in respect of personal qualities as well as exalted position, while at the same time we recognize in the Sovereign an embodiment of the constitution, and therefore of the sacred guardianship of the rights and privileges of the whole people. And so the monarchy and our loyalty to the Crown are entirely consistent with the recognition, the maintenance, and the development of popular and democratic principles and privileges; and if any uninitiated people are incredulous upon this point, let them visit Canada, for there they will find, side by side and mingled with a prevalent and outspoken loyalty to the throne and the British connection, a free and independent spirit and a democratic element not surpassed I am quite sure, at least on this continent. Gentlemen, may this happy and auspicious combination long continue to flourish! Again I thank you.

## THE DOMINION PARLIAMENT.

The President—I think it has always been admitted that, taking them all round, we send our best men to represent us in Parliament. The mixture of races in Canada has largely contributed to develop the ability, intelligence and the worth of our people, and these qualities find their fit expression in our representative assembly. In the fathers of confederation we had men of whom any country might be proud, and it is gratifying to know that we have in their successors men well fitted to carry on to perfection the great work they inaugurated. It is our confidence in our Dominion Parliament which has inspired our merchants, our members of the Board of Trade, with that spirit of enterprise that has urged them to send their ships to every sea, to erect their elevators in every province, to invest their money in new ventures, and do everything to increase the prosperity and further the interests of our country. (Applause). This toast will be replied to by Sir Adolphe Caron and the Hon. T. M. Daly, the representative of our prairie province and the wheat city of Brandon. If I am proud of anything it is that I have the honor to be one of the constituents of our young Cabinet minister, Mr. Daly. We have confidence in our new country. It is one where everyone is trying to make two blades of grass grow where only one grew before. I will now give the toast of "The Parliament of Canada."

## THE POSTMASTER-GENERAL REPLIES.

Sir Adolphe Caron was greeted with prolonged and vigorous applause. He prefaced his speech by a few remarks in French, in which he stated that knowing his compatriots, French-Canadians, understood English perfectly and spoke it more or less well, he would address his audience in the latter tongue. It was in fitness with our historical record that His Excellency should be sworn in under the shadow of the ramparts of the old city of Champlain. (Applause.) In its quiet recesses were stored the treasures of the early history of the continent. From that old city started the pioneers of civilization and evangelization of the new world. There was also a peculiar fitness in the first public duty of His Excellency, after assuming office, being the inauguration of the new Board of Trade building in our great metropolis, the durable and solid though silent evidence of the great progress we have made since the genius of Maisonneuve inspired him to lay the foundation of this great and enterprising city. (Renewed applause.) We are proud of our commercial prosperity and the development of this commercial metropolis. We are proud to know that the enterprise of the commercial community of Montreal has been the great factor in promoting the progress and prosperity of the whole Dominion. (Applause). Canada, he continued, had as sound a financial basis as any country in the world. (Applause). Could Maisonneuve rise from his long sleep and witness this imposing meeting, assembled to inaugurate this additional evidence of our prosperity in the new Board of Trade building, he would rejoice in the happy fruition of the work his genius started into life. (Renewed applause). He expressed his deep regret at the unavoidable absence of one of his colleagues, Mr. Ouimet, who was prevented by family bereavement from being present, and resumed his seat amid renewed cheering.

## THE MINISTER OF THE INTERIOR.

Hon. Mr. Daly received a veritable ovation on rising to respond as the representative of our prairie country. On behalf of the Premier of Canada and his senior colleagues in the Cabinet, he expressed their deep regret that previous engagements



rendered it impossible for them to be present, but though not here in person they were here in spirit, and none rejoiced more than they at this additional evidence of the growth and prosperity of Montreal. (Applause.) He rejoiced in the fact that his friend Mr. Ogilvie presided at this meeting. The name of Ogilvie had been for over twelve years a household word in Manitoba and the Northwest. (Applause.) Although now a resident of Ontario he was still a Manitoban. The great future of Canada was bound up in that western country, and none had done so much to develop and open up that great western country as the merchant princes of Montreal. Looking across the room he saw the locomotive on the one hand and the steamship on the other, and this brought to his mind the fact that to the enterprise of two of Montreal's leading citizens they owed the Pacific railway, and that to an older firm connected with Montreal's mercantile interests they owed their chief steamer service between Canada and the mother country. (Applause.) Not only had we this steamer communication but we had also, through the policy of the Government supported by the Dominion Parliament, steam connection with the Australian colonies, China and Japan, and this new development was also due to the pluck, enterprise and money of the merchants of Montreal. (Applause.) He said a good word for Manitoba and the Northwest, which had materially contributed to the wealth and prosperity of the commercial metropolis of Canada, and then proceeded to describe each province in its turn, beginning with the little island of Prince Edward, giving a most glowing and eloquent eulogium of their resources. He also took occasion to express his regret at the absence of the leader of the loyal Opposition. As a Conservative and a member of the Dominion Cabinet, he recognized the fact that a loyal opposition was a necessity in British institutions, and he was proud to acknowledge that in the leader of the Opposition they had a gentleman whom every person could respect irrespective of politics. (Applause.)

#### THE GOVERNOR AND THE LEGISLATURE.

In submitting the next toast, "The Lieutenant-Governors and Provincial Legislatures," the president spoke of Lieutenant-Governor Chapeau and Premier Taillon as gentlemen who were beloved from one end of the province to the other, gentlemen who had made the greatest sacrifices of any politicians he ever knew. Premier Taillon, who had for years been asking to be relieved of his burden, had always come in to fill the breach and do good work for the province, as he was doing now.

#### HON. MR. CHAPLEAU'S SPEECH.

His Honor Lieutenant-Governor Chapeau whose appearance excited renewed enthusiasm, speaking in French, said:—There is a maxim in constitutional law, no doubt invented by some sovereign a little negligent like myself, that kings or lieutenant-governors can never do or say anything wrong, but that maxim cannot be said to apply to our Governor General, who could not do or say other than good things. Following out this theory, I thought proper, in order that I might not say anything wrong, to consult my advisers, for I have advisers. You know the modest rôle I have played in this country, and have no doubt in the past thought I required what is known in law as a judicial adviser, and on this occasion I consulted my advisers and was told that in replying to this toast, if only for the beauty and the harmony of the two languages, I, as lieutenant-governor, should speak in the language of my sovereign and my first minister should follow in my own tongue, and on him I throw all the responsibility. (Laughter and applause.) He then continued in Eng-

lish, making a very felicitous reply. He remarked that of the magnificent building which had that day been inaugurated, the members of the Board of Trade had good reason to be proud, for solid and durable as might be the granite and cement employed in the structure, the constant efforts and crowning success of the Board of Trade would long outlive the marble and the stone of that building. ("Hear, hear, and applause.") "I have raised," said the poet, "a monument more lasting than brass," and the Board of Trade might well say the same. They had built up the commerce, the credit and the wealth of Montreal, and in contributing to the glory of the queen of the St. Lawrence they had added to the wealth and strength of the country. For that noble work they deserved the gratitude of their fellow-citizens, and the words of praise which had that day fallen from the lips of speakers would forever be repeated by the continuous echoes of history. ("Hear, hear," and applause.) They had done honor to the provinces in drinking to the lieutenant-governors and the legislatures of these provinces, which were the limbs of the great body of confederation. If these provinces took care of themselves and guarded against the dangers and obstacles with which they must meet in the path of their progress; if they kept themselves healthy in their development; the body itself would be healthy and robust in its growth. (Applause.) The constitution had allowed the provinces, and their duty prescribed that in their respective spheres they should utilize, develop, increase and multiply their resources, so as to increase the wealth and the strength of the Dominion.

Each of the provinces had its place, and each had a part to play in working out the destiny of Canada. To do this they must guard themselves, the smaller against inordinate ambition and jealousy, and the larger against arrogance and selfishness. The weaker and less favored provinces must not be extravagant in their demands for assistance, and the richer—those that had been better provided for—ought to avoid ungracious parsimony. (Hear, hear.) Let them seek competition if they liked; but ascendancy must not be the stimulus of their actions. Let them meet in the peaceful fields of industry, and let them vie one with the other for the quality, quantity and value of their products, but always keeping to themselves their own special character and their special genius. Those were sadly lacking in historical knowledge who pretended that uniformity of language and of religious tenets was necessary for the lasting and the solid work of confederation—(hear, hear)—for the most renowned and most powerful empire in the world had flourished with great variety in their primary elements, and with great diversity of the languages of the different populations constituting those kingdoms. The tower of Babel would not have been wrecked in its construction if its workers had been well trained beforehand in a good system of dual languages. (Loud laughter.) The variety of climate and geographical differences of our provinces, and their differences in creed, in race and in language all contributed to make of them a marvellous *ensemble*, and a most imposing whole in their common prayer, common hope and mutual sympathy. It had been said that the machinery of confederation was too complicated and too costly for its resources; but that was an error. The system was a little complicated, it was true, and the fabric of the constitution was of a very delicate texture, but its limbs were strong and would resist a strong tension. It would not stand a sudden or brutal shock, and he hoped that no man was so untrue to his country and so treasonable to his Sovereign that he would ever be found trying to give that sudden shock. (Loud applause.) The different tastes, manners, aspirations, virtues, passions of the population that constituted the Dominion were well guarded by the constitution

against any danger of friction which might provoke disastrous explosion. So far they had succeeded in working the constitution to their credit and to the profit of the people. That success had been achieved at a heavy pecuniary loss, it was true; but no sacrifice was too great to secure that harmony without which no durable progress could be obtained. That success was due to the wisdom, moderation and toleration of the successive governments that had ruled this country—(applause)—and it was also due to the salutary example of the great efforts of such men as he saw around him that evening. Let them, from the highest in authority to the lowest in the ranks, all unite in that patriotic effort, in that good and great work of national fraternity and Christian love. (Loud applause.) Let them remember that the only power that can animate and keep together society was the power generated by mutual trust and by reciprocal cessions, which are born of that benevolence and good-will to which a divine promise of "peace on earth" was made when the first light of Christianity dawned upon this earth. (Applause.) Let them unite in the great work of national fraternity; let them show that their march onward to progress, prosperity and happiness could be guarded to the melodious sound of the clarionet as well as to the ringing "three cheers for the red, white and blue." (Loud applause.)

#### THE PROVINCIAL PREMIER.

Hon. L. O. Taillon, speaking in French, acknowledged the eloquence of his Lieutenant-Governor, and declared his pleasure at being present at so grand a celebration as that of the Board of Trade. He referred to the march of progress during the past few years, and congratulated the Government upon having selected so admirable a representative of Her Majesty in the province of Quebec as Hon. Mr. Chapleau. He congratulated the Board of Trade upon having so successfully inaugurated their new building, and upon behalf of the population of Quebec tendered to the Board of Trade their sympathy with them. He preached the lesson of cordiality and union between the various classes and creeds in the province, and impressed upon his hearers the necessity of a better system of education in the province, while contending that the protestant minority in this province was fairly treated. The provincial Premier, while admitting that the greater part of the capital of the province was in English hands, argued that as each class contributed to the success of the other, a great spirit of unity should prevail throughout the Dominion in order that the country might achieve the destiny which it deserved.

#### SISTER BOARDS OF TRADE.

The toast, "Sister Boards of Trade," was proposed in admirable fashion by Mr. E. B. Greenshields, ex-president of the Board of Trade, who called the attention of his hearers to the fact that there were present that evening representatives of the Boards of Trade of Chicago, Buffalo, Detroit, St. Louis, Ottawa, Halifax, Toronto, London, Hamilton, Quebec and St. Hyacinthe, as well as a representative from the Chambre de Commerce of Montreal. During his speech Mr. Greenshields made an earnest plea for a reciprocity treaty with the United States, but not such a treaty as would sacrifice Canadian interests.

#### A GREETING FROM CHICAGO.

Mr. Thomas A. Wright, a director of the Chicago Board of Trade, acknowledged

that he had no doubt as to the great resources of Canada, or even as to their development, when he saw the faces before him. He would wish above all that the progress made by Chicago through the instrumentality of the Chicago Board of Trade would be duplicated in Montreal in the next ten years, for the whole of the growth of Chicago had been the work of the Board of Trade, and this he hoped would be the luck of Montreal. The motto of Chicago was "Get there," and they had "got there." This year Chicago sat silent and allowed the whole world to do the shouting for her. (Applause.) Then, rapidly, Mr. Wright sketched the development of Chicago and the rise of the now famous Chicago Board of Trade, which had originated in a free offer of crackers and cheese. Therefrom he deduced the argument that the erection of such buildings as that of the Board of Trade was bound to benefit the whole country inasmuch as it was calculated to develop the resources of the country. No men had contributed more to the development of the grain trade than Canadians, and especially Montrealers. He regarded the system of future trading as the basis of Chicago's prosperity and progress, but had to admit that the uniformity of the various grades of wheat and corn had been better preserved than the uniformity of the currency of the United States. The people of Montreal had no idea of what would have happened if the Washburn bill prohibiting dealings in exchanges had passed six months ago, for then the centre of the speculative trade in grain would have been transferred to either Montreal or Liverpool, and he was satisfied that such a curtailment upon legitimate business would never be allowed in Canada. The interests of Montreal and Chicago business were identical. There were no people with whom the Chicago people would rather deal, for the name of Montreal was always the emblem of safety and solidarity. (Applause.)

#### CONGRATULATIONS FROM BOSTON.

Mr. Ed Kemble, on behalf of the Boston Chamber of Commerce, congratulated the Montreal Board of Trade upon the successful inauguration of its new building and upon the prosperity which its existence was calculated to lead one to believe. It was surprising to note that there were no less than 13,000 formed state boards of trade in the United States, and that as a result there were now being boards of trade, which he hoped would yet develop into a national board of trade, comprising delegates from the various state boards. If such a board were now in existence it would speak in no uncertain sound on the question of reciprocity, for which the people of New England, without distinction of party, have long contended, and which they believed would inure to the benefit of both countries. (Loud applause.)

#### KIND WORDS FROM TORONTO.

Mr. D. R. Wilkie replied on behalf of the Toronto Board of Trade, and in the first place tendered the congratulations of the people of Toronto to His Excellency upon his assumption of office. He regarded the new Board of Trade building in this city as not only a proof of the progress of Canada, but of the solid growth of Montreal. Mr Wilkie gave a rapid sketch of the growth of the Toronto Board of Trade, being, of course, eulogistic of its methods, management, and influence. The Toronto Board of Trade wanted a general insolvency act, and hoped that other boards of trade would help them to this end. They also wanted a faster mail service with Great Britain, cable relations across the Pacific with Australia and



New Zealand, cheaper postage, the deepening of the St. Lawrence canals, and the development of the resources of all Canada.

PROSPERITY TO THE MONTREAL BOARD OF TRADE.

His Excellency then rose and said:—It is with feelings of pride and pleasure that I rise to propose what, with the president's permission, I would describe as the toast of the evening. For it is a toast which has such a prominent position that the organizers of this banquet did not even think it necessary to place it upon the programme, so fully did they recognize that it was a *sine qua non*, and I think you will agree with me when I say it is the toast of the prosperity of the Board of Trade of Montreal. I rise with pleasure to propose this toast, but I must confess that that feeling is considerably dampened when I find myself face to face with the responsibility of the position. I would fain, if I could, even for a few minutes, borrow the oratorical gifts of some of my eloquent friends at this table, in order in some measure to do justice to the subject. I am afraid that, if you recollect the sentence which occurred in the opening remarks of my honorable friend, the Lieutenant-Governor of Quebec, where he made a kindly and, I am afraid, somewhat figurative allusion to myself, you will, like myself, sadly admit that the maxim he quoted must be held only to apply to good intentions and not to performance. (Laughter.) Indeed, gentlemen, we cannot but feel that the occasion of the inauguration of this great institution and association in its new building, is a red letter day in the annals of the trade and commerce, not only of Montreal, but of the whole country. (Applause.) Such being the nature of the occasion, it was certainly most fitting that it should be celebrated not only by the proceedings of this afternoon, but by this magnificent banquet to-night. The more we contemplate the operations of this board, the more shall we be impressed by its comprehensiveness, not only in the variety of its operations, but in the far-reaching nature of their influence. And in alluding to the great services which have been rendered by the Board of Trade of Montreal, we certainly must not forget the far-seeing and patriotic action of those pioneers in the commercial history of Montreal to whom allusion already has been made. I was struck by the observations of the Solicitor-General this afternoon when he reminded us that in those days the struggle was not less severe, though the results may have been smaller. Possibly, our forefathers in commerce may have enjoyed some advantages in their day, perhaps of a negative kind, however, which we do not enjoy. We all know that in some respects money went farther than it does now. I remember the witty remark of an American statesman, who, when he heard the Chief Justice of England say, as they were crossing the broad Potomac together, that George Washington was credited with having been able to throw a dollar across the stream, replied: "It is not for me to disparage the prowess of the father of my country, but your Honor must remember that in those days a dollar went a great deal further than it does now." (Laughter and applause.) But, as I have said, I find in this great city there is no royal road to success.

It is hard work, perseverance and energy which has produced the success we are celebrating to-day. When we come to refer to some of the lines of activity of this Board of Trade, we recognize the commanding position it has attained in the commerce of the country. The record, for instance, shows the influence and activity of the Board of Trade in such matters as the postal service of the country, and in the weight it has brought to bear upon those in whose hands is entrusted the working out of such a system. Again, in the customs system, the question of inland naviga-

tion, and the harbor of Montreal, which great source of wealth has, through its watchful care, been extended from time to time as the requirements of the country demanded; also in our great railway system, especially in the magnificent achievement of that great railway which connects the Atlantic with the Pacific (applause); and we shall not forget, I am sure, the great pioneer work in railway enterprise which was performed by that older railway, the Grand Trunk railway, (Loud and prolonged applause.) Then, again, we have heard of what has been done in the way of arbitration. My friend, the President, told me this afternoon that he has never had to appear in a court of justice—I do not suppose he meant as a witness, but as a litigant, owing to the system of arbitration to which our friend from Toronto has borne such testimony regarding its operation in his city. I do not know what the Solicitor-General and his legal friends may think of the influence of arbitration, but no doubt he will join us in our congratulation on its beneficent effect, though it must take away some of the business of our legal friends. (Laughter.) No doubt, however, they will find plenty of scope for their ingenuity in other ways. (Renewed laughter.) We must not forget either what in some respects may be called the minor departments of the Board of Trade's work, though not minor in the vast extent they spread over. I refer to the development of the dairy industry and also of the cattle business, and, coming to other departments of activity we are reminded of the far reaching influence of the Board. You will remember that on the occasion of that great congress of the Chambers of Commerce which was held in London recently, the Montreal Board of Trade was ably represented by two of your most conspicuous citizens, Sir Donald Smith and Mr. Peter Redpath. (Applause). They were entrusted, among other things, with bringing before that congress the question of the dues levied in Great Britain on vessels for the providing of lighthouses and harbor lights. They urged upon the Congress that it would be far better if a free system of lighting were established, so that Canadian vessels should not be subjected to these dues when entering, for instance, the ports of the United States, owing to retaliatory dues there imposed in consequence of the imposition of those dues; and you will remember that the Congress unanimously agreed to the memorial brought before it by the Canadian representatives. (Applause). I merely mention this as an illustration of the far reaching operations of the Board of Trade, not only in this country, but across the seas. (Applause). But I feel that, notwithstanding the interest of the subject, there is an unwritten law that after dinner a restraint must be imposed by the speakers upon themselves, no matter what the subject may be. This will not be, I hope, the last occasion on which I shall have the privilege of addressing a Montreal audience. (Prolonged Applause). I confess that, with that prospect in view, I feel that prudence will be advisable on my part, lest that should happen to me which I believe, once happened to a gentlemen who, I suppose, had transgressed on some previous occasion. This gentleman found himself at some gathering where there was no formal programme, but supposed impromptu speeches. He was seated next to the celebrated Bishop Wilberforce, and not having been called on to speak, became very uneasy and anxious. Finally, unable to contain himself any longer, he said to the bishop, "Will they not expect me to speak?" His lordship replied, "Evidently they do, because, see, they are all going away!" (Laughter). I was afraid this might happen to me, more especially as my friend, the Lieut.-Governor of Quebec, has told me that on one occasion at a gathering in some respects similar to this, though, no doubt, not so imposing or prominent, while yet the toast list was far from being exhausted, the waiters came round ner-

vously and said, "Really, gentlemen, we must lay the table for breakfast." (Laughter). To conclude, let me in a word or two just remind you of some other aspects of the influence of the Board of Trade which are brought before us to day. I refer to the part that the merchants of this city have taken in promoting the benevolent and educational institutions of this great city. We all know what has been done in the cause of that great centre of learning, McGill university. (Applause). We all know how the leading members of your commercial community have nobly endowed that institution, which is now celebrated throughout the world for its admirable equipment. (Renewed applause). We all know also how generously they have assisted your hospitals and those other other admirable institutions which adorn this city. All this shows the cosmopolitan character of the operations of your board. I venture to suggest that there is no room or occasion for jealousy on the part of other cities or communities in the Dominion, for as your mayor as said, Montreal is *par excellence* the commercial metropolis of the Dominion. (Renewed applause). Only look at its banks, one of which is the largest in British North America, and, as our friend from Chicago has said, though our operations may not be equal to those of that city in quantity, we do not yield the palm in quality. (Applause).

As my noble friend and predecessor, Lord Derby, has not had the opportunity of visiting the great fair in that city, of which we all have heard so much, and where Canada has made so brilliant and successful an appearance, I look forward to visiting this fair in some sense in an official capacity, and this visit will, I hope, be regarded with some measure of approbation by the people of Canada, in view of the representative capacity in which I shall make such visit. Some people think that, notwithstanding the progress made in Montreal, the progress in other parts of the Dominion is not so rapid as expected, but I could point to the motto on my coat of arms, "Fortuna Sequatur." We all say "Amen" to that. We all want good luck and good fortune, but I would point further to the motto *ne nimium*, or not too much of a good thing or, in common parlance, let us not have a boom. He then referred feelingly to the cordial greeting they had given Lady Aberdeen, and expressed that in some humble way he would be instrumental in promoting the happiness and well being of this country.

As His Excellency resumed his seat the entire audience rose and applauded him to the echo.

#### MR. OGILVIE'S THANKS.

President Ogilvie returned thanks in an earnest and heartfelt manner, thanking His Excellency for his encouragement, which he was sure would lead to a new era in the history of the Board of Trade of Montreal, which meant more good to the trade of the Dominion in general, and to the people of Canada as a whole.

#### THE CLOSING TOASTS.

Mr. J. D. Rolland proposed the toast of the Mayor and Corporation, to which His Worship the Mayor made one of his usually eloquent replies.

The "Press" was proposed by Mr. R. M. Esdaile, and "The Ladies" by Mr. F. Hart, and to the latter toast Mr. J. T. Scanlan, the youngest member of the Board of Trade, made an exceedingly happy and fitting response.

A very pleasant banquet was then brought to a close by the singing of the National Anthem and hearty cheers for the Countess of Aberdeen.

Her Excellency was accompanied to the banquet hall by Mrs. W. W. Ogilvie Mrs. R. M. Esdaile and Mrs. (Rev.) James Barclay.

## CONCLUSION.

There remains only to call the attention of the Council's successors in office to the following unaccomplished items of business, some of which were transmitted to your Council by its predecessors :—

Free Canals.

Aid from the Dominion Government for the Harbour.

The need for a Dry Dock at this port.

Proposed Insolvency Legislation by the Dominion Government.

More equitable Provincial taxation.

Abolition of Light Dues in England.

Postal Reforms.

The whole respectfully submitted,

W. W. OGILVIE,

President.

OFFICE OF THE BOARD OF TRADE,  
Montreal, 23rd Jan., 1894.

RECORD OF ATTENDANCE AT THE FORTY-THREE MEETINGS OF COUNCIL, HELD DURING YEAR 1893-94  
UP TO 19TH JANUARY, 1894, INCLUSIVE.

	Regular Meetings, 39			Special Meetings, 4			Total Meetings, 43.		
	Present	On leave of absence.	Absent.	Present.	On leave of absence.	Ab-sent.	Present.	On leave of absence.	Absent.
John B. McLea .....	39	..	..	4	..	..	43	..	..
W. W. Ogilvie .....	38	..	1	4	..	..	42	..	1
Edgar Judge .....									
J. D. Rolland .....	39	..	..	2	..	2	41	..	2
Chas. F. Smith .....	36	..	3	4	..	..	40	..	3
Jas. A. Cantlie .....	35	..	4	1	..	3	36	..	7
Thos. J. Drummond .....	32	..	7	4	..	..	36	..	7
James Williamson .....	33	..	6	3	..	1	36	..	7
R. M. Estaille .....	32	..	7	3	..	1	35	1	7
D. L. Lockerby .....	29	..	10	3	..	1	32	..	11
John Torrance .....	26	..	13	3	..	1	29	..	14
Wm. Cunningham .....	25	8	6	4	..	..	29	8	6
Frank J. Hart .....	27	..	12	2	..	2	29	..	14
A. A. Thibaudeau .....	23	13	3	2	..	2	25	13	5
John McKergow .....	18	9	12	3	..	1	21	9	13
Chas. H. Gould .....	3	36	..	..	4	..	5	40	..

N.B.—Mr. Torrance has attended 29 out of the 35 meetings held since he was elected to the Council, eight meetings having been held before that date.

Mr. Gould has been prevented from attending, partly by ill health, but chiefly by reason of the Council meetings being held at the same time as those of the Harbour Board, of which he is also a member.



## STANDING COMMITTEES, 1893.

EXECUTIVE AND FINANCE.—W. W. Ogilvie *President*; James A. Cantlie, *1st Vice-President*; John Torrance, *2nd Vice-President*; Edgar Judge, *Treasurer*.

BUILDING.—W. W. Ogilvie, *Chairman*; Jas. A. Cantlie, Edgar Judge, R. M. Esdaile, Chas. H. Gould, John B. McLea.

READING ROOM.—Edgar Judge, *Chairman*; R. M. Esdaile, F. J. Hart.

INSOLVENCY LEGISLATION.—Jas. A. Cantlie, *Chairman*; W. Cunningham, John B. McLea, Chas. F. Smith, A. A. Thibaudeau, E. B. Greenshields, *Associate-Member*.

PROVINCIAL LEGISLATION.—J. D. Rolland, *Chairman*; Thos. J. Drummond, Edgar Judge, D. L. Lockerby, J. McKergow.

MUNICIPAL AFFAIRS.—Edgar Judge, *Chairman*; Thos. J. Drummond, Frank J. Hart, D. L. Lockerby, John McKergow, J. D. Rolland, Jas. Williamson.

HARBOUR IMPROVEMENT, ETC.—W. W. Ogilvie, *Chairman*; Jas. A. Cantlie, R. M. Esdaile, J. B. McLea.

RAILWAY MATTERS.—D. L. Lockerby, *Chairman*; Thos. J. Drummond, F. J. Hart, J. McKergow, A. A. Thibaudeau, C. F. Smith.

## SPECIAL COMMITTEES, 1893.

GOVERNMENT INSURANCE OF REGISTERED LETTERS.—Jas. A. Cantlie, *Chairman*; Thos. J. Drummond, F. J. Hart, A. A. Thibaudeau.

REDUCTION OF POSTAL RATES, ETC.—Jas. A. Cantlie, *Chairman*; Thos. J. Drummond, R. M. Esdaile, John B. McLea, J. D. Rolland.

FAST ATLANTIC MAIL SERVICE.—Jas. A. Cantlie, *Chairman*; Edgar Judge, J. B. McLea, J. D. Rolland, Jas. Williamson.

DESIRED ESTABLISHMENT OF INSPECTION OF HAY.—Edgar Judge, *Chairman*; Wm. Cunningham, R. M. Esdaile.

EXPROPRIATION OF ST. NICHOLAS STREET.—Edgar Judge, *Chairman*; J. D. Rolland, C. F. Smith.

PROVINCIAL TAXATION.—J. D. Rolland, *Chairman*; A. A. Ayer, Jas. Baylis, E. L. Bond, Geo. Childs, Hon. Geo. A. Drummond, T. J. Drummond, A. M. Featherstone, R. L. Gault, E. B. Greenshields, Jonathan Hodgson, Edgar Judge, J. B. Learmont, D. L. Lockerby, J. McKergow, Hugh McLennan, Walter Paul, Robt. Reford, J. Cradock Simpson.

N.B.—The President is *ex-officio* a member of all committees.

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

*To the Members of the Montreal Corn Exchange Association :*

GENTLEMEN,—Following the former custom of presenting an annual report, revived last year, the Committee of Management herewith submits a resumé of the business which has come before it during its year of office.

*Canal Tolls.*—The rate of toll on food products was last season raised from two cents to ten cents, and thus the discrimination against the St. Lawrence route as compared with the Erie route, is greater instead of less. It was, however, known that the Government would not grant the reduced rate of previous seasons, and, therefore, no efforts were made to that end either by your Committee or other organizations.

*Nominations for Boards of Examiners for Flour and Grain.*—The Committee upon being requested by the Council of the Board of Trade to send in nominations for these Boards, did so as follows, the Council thereafter appointed them :—

*Flour and Meal.*—A. E. Gagnon, O. M. Gould, W. A. Hastings, Jas. S. Norris, David Robertson.

*Wheat and other Grain.*—Auguste Girard, A. G. McBean, Hugh McLennan, Robert Peddie, Adam G. Thomson.

*Canadian Grain Inspectors permitted to inspect grain at U. S. ports, and U. S. grain in Canada.*—The desire expressed by some exporters of grain that the Montreal Inspector should here inspect cargoes of United States grain to United States standards, and inspect at United States ports cargoes of Canadian grain shipped therefrom, has been approved by the Department of Inland Revenue, a circular letter from the Commissioner to Boards of Examiners stating that while the Inspection Act does not contemplate either of these inspections, yet if the conditions are expressed upon the certificate so that the consignee is aware of the facts, he was doubtful whether the custom which has grown up should be lightly interfered with. Subsequently the Comptroller wrote that he deemed it unwise to prohibit the practice.

*Reduction of Oats to standard by addition of inferior grain.*—The practice which prevailed in some quarters of reducing the quality of cargoes of oats for export to the lowest point at which they would pass inspection, provoked warm remonstrances on the part of those anxious for the reputation of our inspection. An appeal to the Department of Inland Revenue only served to show the importance of correct standards, the Department ruling that if oats so reduced were equal to the standard, no exception could be taken to the admixture of inferior grain.

*Inspection of Hay.*—A committee appointed by you at special general meeting of 5th June, fulfilled its instructions to confer with Mr. Hospice Labelle and the hay dealers, to see if such arrangements could be made as would induce Mr. Labelle to undertake the inspection of hay. As a result, Mr. Labelle consented to accept that inspectorship, and was thereafter authorized by the Council of the Board of Trade to act as Inspector of Hay at Montreal.

*Grain Elevating Warehouses' Rule respecting Storage Charges when Term Expires on Sunday.*—At the instance of a member, the Montreal Warehousing Co.

and the Can. Pacific Ry. Co. had been addressed, enquiring their practice when a term of storage expired on Sunday and delivery being taken on Monday. The following extract from a letter of the Ry. Co. to the Warehousing Co. embodies the practice of both companies:—

“When a term of storage on a certain quantity of grain expires on a Sunday, we make no extra storage charge on the grain, provided delivery is accepted on Monday, and provided, also, that orders for delivery are placed in our hands on the Saturday previous. We insist upon this as evidence of good faith on the part of the owners of the grain to take delivery on Sunday if they were in position to do so. If, however, orders should be placed in our hands on Monday, the day on which delivery is desired, we consider it proper that an additional term of storage should be exacted.”

*The Call Board.*—In May a requisition was received, signed by twenty-one members, requesting the Committee to take the necessary steps for the resuscitation of the Call Board, and the following were thereupon appointed a sub-committee to take the necessary steps to that end: Messrs. D. A. McPherson, E. F. Craig, R. M. Esdaile, A. Girard, Edgar Judge, Alex. Mitchell, R. Peddie, David Robertson and J. Robillard. That committee having elected Mr. Alex. Mitchell as its chairman, examined and revised the Call Board Rules adopted in 1878, and a copy of the draft rules was thereafter sent to every member of the Association, in order that they might be intelligently discussed at the special general meeting held for their adoption on the 5th June. At that meeting sundry amendments and additions to the draft rules were made, but finally they were adopted, and, as provided in rule 1, a Call Board Committee was elected, as follows: Messrs. Alex. Mitchell, E. F. Craig, R. M. Esdaile, A. Girard, Edgar Judge, D. A. McPherson and David Robertson.

The Call Board Committee elected Mr. D. A. McPherson as its chairman, and at its request Mr. E. F. Craig most kindly undertook to act as Caller, he thereafter placing the members of the Association under obligation to him by his regular and very capable discharge of that position. The sessions commenced on Monday, 19th June, and for a time a small amount of business was transacted by its means, but after its adjournment over the quiet season in August it was not revived.

*Shortages in Deliveries by the Railways.*—At the special general meeting held on 5th June, the following instruction was given to your committee:—“That the railway authorities should be urged to make arrangements for the weighing of grain into and out of the cars.” Letters to that effect were accordingly addressed to the Grand Trunk Ry. Co., and the Can. Pacific Ry. Co., their replies being to the effect that it would be impracticable, except at an enormous cost to provide the scales and labour to fulfil the Association’s request. The Committee again wrote the companies that if, as they claimed, it was not practicable to weigh grain into and out of cars, they should at least assume responsibility for the excessive shortages which sometimes occur, especially where, as in some cases, the difference between the quantity specified on the bill of lading and that contained in the car was so great as to be obvious at a glance to the companies’ agents. The replies of the two railway companies are of course differently worded, but the following quotation from one letter defines the position taken by both:—

“Bulk grain all over the world is, I believe, carried on very much the same terms and conditions that we undertake to carry it; and although there may be occasional

source of complaint as to shortages, yet considering the vast bulk of the trade, the losses are insignificant. I am not prepared to change the conditions."

*Harbour Improvement Works.*—The circumstance that the work on the Guard Pier was being seriously delayed, led the Committee of Management to agree with the Council of the Board of Trade to hold a joint meeting, in order to afford the Association's representative on the Harbour Commission, Mr. Chas. H. Gould, and his colleague, Mr. Hugh McLennan, the Board of Trade representative, opportunity to explain the reason of such delay on the work. The meeting was held on the 6th December, and the substance of the explanation given was as follows:—That the delay was attributable (1) To the floating and land derricks necessary for the prosecution of the works not being ready at the time expected; (2) To the break-down of the land derrick in October, after performing good work for about one month, and to its not being immediately repaired, owing to a difference of opinion among members of the Commission. The two representatives concluded their remarks with assurances that they would endeavour to procure such harmony among the Board of Harbour Commissioners that the plant would be in efficient order for the opening of next season, and the work thereafter carried on with much greater success than during the season of 1893.

The Association's Representative on the Harbour Commission has reported with respect to the past season as follows:—

MONTREAL, 18th January, 1894.

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

GENTLEMEN:—In conformity with the practice of previous years, I beg leave to submit for the information of the members of the Association, a short statement of matters connected with the work of the Harbour Commissioners for the season of 1893.

The routine work of the Harbour has been carried on as usual; this includes repairing wharves, dredging out shallow places, keeping up the roadways, and generally keeping the harbour in good order, and efficient condition. Considerable additional work of a permanent character has also been done. Dredging at Windmill Point basin has been continued and the material, mostly shale and trap rock amounting to about 65,000 yards, has been used in the construction of the Guard Pier. Over 300 feet in length of additional deep water wharfage has been obtained by doing away with the small basin at Monarque St., and continuing the wharf in a direct line in front of it.

Another important piece of work, and one that will be of much use to the trade of the Port, is the extension of both the Grand Trunk and the Canadian Pacific Railway Companies' main tracks down to the new pier at Maisonneuve. This gives each Railway its own separate track from the Canal to the St. Lawrence Sugar Refinery. Railway tracks have also been laid connecting the Dominion Coal Company's plant at Hochelaga, with the railway cars receiving their coal. With these additions, the track on the wharves is now about  $9\frac{1}{4}$  miles in length.

The progress made during the last season in the work of "Harbour Enlargement and Flood Protection," which work is for the present confined to building the Guard Pier, has not realized the expectations of the Commissioners. This is owing, in the first place, to unexpected delay in the delivery of a part of the plant (the land derrick)



and then to its unfortunately breaking down after successfully running for about a month. It is the intention of the Commissioners to have this and all the other plant put in complete working order during the winter, so that active operations may be resumed immediately upon the opening of navigation next Spring, in which case, the Chief Engineer is of opinion that nearly two-thirds of the entire pier should be finished by the end of the season of 1894. The beneficial effects of this important work, in regard to the forming and shoving of ice, are already very observable, and it is hoped that by another winter it will be far enough advanced to successfully accomplish all that is expected from it in the way of resisting the action of the ice, thus protecting the city from a repetition of the disastrous floods of former years.

The trade of the Port, as indicated by the ocean tonnage visiting it during the season of 1893, shows a substantial increase over the previous year. The arrivals of ocean vessels were 804, with a tonnage capacity of 1,151,777, or about 115,000 tons in excess of last year.

Shipments of grain from this port during the season of 1893, were as follows:—

Wheat.....	6,909,337	Bushels.
Corn.....	9,650,554	“
Peas.....	1,781,571	“
Oats.....	3,119,240	“
Barley.....	43,331	“
Rye.....	220,361	“

Total, 21,724,394 Bushels.

Compared with the season of 1892, these figures show an increase of 7,886,700 bush. of Corn, and 59,970 bush. of Rye; and a decrease of 1,470,225 bush. of Wheat; 474,120 bush. of Peas; 2,811,510 bush. of Oats; and 360,647 bush. of Barley; being a total increase in 1893 over 1892 of 2,830,168 bush.

The revenue of the Harbour has kept pace with the improvements noted in the trade of the Port, being this year, \$316,695.95, against \$290,187.88 last year, or an increase of a fraction over nine per cent.

Very respectfully,

CHARLES H. GOULD,

*Representative of the Corn Exchange Association  
on the Board of Harbour Commissioners.*

*Proposed Grain Elevating Warehouse at Prescott, Ont.*—The Committee having been requested to express its opinion as to the need of a grain elevator at Prescott, did so as follows:—That it would be glad to see such additional facility provided for the forwarding of grain by the St. Lawrence route, as the lack of accommodation at some point on the river below Lake Ontario had, at times, long been felt, and that it considered Prescott one of the most convenient points on the river for the warehousing of grain arriving by water.

*Farewell to the old Corn Exchange Building.*—Simply as a matter of record, the Committee here refers to the celebration of the last session of the Association in the building it had, with the Board of Trade, occupied for so many years. On that day, Saturday, 29th April, the President entertained at luncheon in the Reading Room the membership of this Association, the President and Council of the Board of Trade, and representatives of the Butter and Cheese Association and the Marine Underwriters' Association. A very pleasant time was spent at the tables, many interesting and amusing reminiscences being recalled. Sorrowful mention

was made of many whom death had taken from among the members, and it was with somewhat mingled feelings that when the hour came to say good-bye to the room with which so many memories were associated, all present joined hands and sang, "Auld Lang Syne." The company then marched across the way to the new Board of Trade Building, where it was welcomed by the President of that body Mr. W. W. Ogilvie, after which the national anthem was sung, and all dispersed.

*The New Exchange Hall.*—The first session of the Association in the new building took place at noon on Monday, 1st May, and now that several months of occupation have elapsed, the Committee feels sure that the membership will agree with it in expressing great satisfaction with the commodious and convenient exchange hall, reading room and offices, of which, in common with the Board of Trade and its branch associations, the Corn Exchange Association now enjoys the use. Three large and well arranged movable slate blackboards have been provided whereon to record market prices, etc., and an additional "ticker" has been provided.

*New Members.*—The additions to the membership of the Association during the past year were as follows: Mr. John Tough, Mr. Jos. C. Warrington, Mr. James Alexander, Mr. Chas. Byrd, Mr. G. W. Parent, Mr. Andrew Young.

*Obituary.*—Mr. John R. Arnott died 8th August, 1893.

Respectfully submitted on behalf of the Committee of Management.

D. A. McPHERSON,  
President.

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REPORT OF THE MONTREAL WHOLESALE GROCERS' ASSOCIATION.

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

GENTLEMEN,—The Montreal Wholesale Grocers' Association, in connection with your Board, begs to submit its annual report for the year 1893, as follows:—

The volume of business done by the wholesale grocery trade during the past year was fully up to that of the previous year, but the financial results were not satisfactory; the keen competition for business and the ridiculously low prices at which goods have been sold are without precedent in the grocery trade of Canada; formerly the business was done with the view to making money, or at least a reasonable profit; now this is all changed, and a large business is being pushed for without regard to profit. Should this condition of things continue to exist much longer the trade will certainly be seriously crippled. It is but fair, however, to say that the unprofitable part of the business has been forced on the trade by the action of a few firms who have inaugurated a system of doing business that can have but one result.

Terms and discounts have been fairly kept, and proved of great value to the trade in guarding against bad debts; in this respect the grocery trade has an advantage over other branches of business. A suggestion that all general groceries be sold at thirty days met with the approval of the Association, and it will be presented at the next meeting of the Dominion Guild.

The sale of sugar is the weak spot in the wholesale grocery business, that article being sold at cost price and often below; there is no apparent reason why this state of affairs should exist, but still the fact remains, and is proving a serious drain on the business, especially as that article forms from one quarter to one third of a firm's business, exclusive of the sale of liquors.

The necessity of a revision of the tariff has become apparent, not so much on account of the duties levied, as to the improper classification of what is usually called fine and fancy goods. The Association has had interviews with the Minister of Finance and the Minister of Customs and explained what it considered unfair duties as levied on some articles, and the improper classification of others, and hopes that its representations may be the means of securing the desired changes.

Early in the year efforts were made to secure more satisfactory arrangements for the handling of Quebec rice, but without success; the Mount Royal Milling Company had, however, intimated its willingness to further, in any possible way, the satisfactory working of the Rice Agreement. In May a new schedule of prices was arranged, which has proved quite satisfactory to the trade. Endeavors to get Western Guilds to adopt a similar agreement did not meet with success.

At the urgent request of the Hamilton Guild the members of this Association signed a petition to the Minister of Finance praying for the reduction of the duty on candied peel, but at the same time expressed their opinion that the petition was not sufficiently far-reaching in its nature, it being desirable that all preserved and candied goods should be in the same position.

In January efforts were made to induce the railway companies to return to their old method of collecting carting charges, but without success, the method then in operation being still continued.

The different agreements of the Association not heretofore mentioned, viz:—Starch, Molasses, etc., have continued to work satisfactorily, and with little or no violation.

Two applications for memberships were received during the year, one being accepted, the other declined, making the number of members to-day twenty-five.

The whole respectfully submitted,

GEO. CHILDS,

President Montreal Wholesale Grocers Association.

REPORT OF THE MONTREAL WHOLESALE DRY GOODS ASSOCIATION.

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

GENTLEMEN,—

The Montreal Wholesale Dry Goods Association in connection with your Board begs to submit its annual report for 1893, as follows:

In accordance with notice of motion given at last annual meeting, amendments to the constitution and by-laws were adopted by the Association and ratified by you, whereby wholesale clothiers, wholesale furriers, dealers in gents furnishings at wholesale, agents of Canadian manufactories and manufacturers' agents who deal with the wholesale trade only, became eligible for membership in the Association.

As a result of this action the membership of the Association was increased by six firms, and it is hoped that several more may see the advantage of being connected with it.

The action of the railway companies in making a charge for cartage in addition to that for freight received considerable attention from the Association, representations being made to the railway companies that it was the unanimous desire of the trade that they should revert to the old practice of including the cartage charges

in the freight rate. The railways, however, did not see their way clear to meet this request, and the said charges therefore continue to be collected independently of the freight rates.

The visit to this city in April last of the Minister of Finance and the Minister of Trade and Commerce presented an opportunity for the discussion with them of matters pertaining to the tariff. The deputation which waited upon them from this Association was courteously received, and presented in detail the views of the trade on this important matter.

The circumstance that some mills supplied certain retailers direct, and also that goods were shipped by the mills to the retail trade on order of wholesale houses, has been considered by the Association on several occasions, but without any means to prevent these practices being devised, save the discountenance thereof by the members of this Association.

The action of several houses in the West of selling Canadian cotton goods at prices which would not yield a fair profit called for special attention, and, after careful consideration of the matter, a deputation waited upon representatives of the principal mills and asked their assistance in overcoming this practice, either by their declining to supply houses which did not sell at a reasonable advance on manufacturers' prices, or in any other way which might commend itself to them. While expressing their disapproval of the practice complained of, and offering to see the offending parties with a view to inducing them to sell these goods at profitable prices, the selling agents did not see their way clear to make any stipulation governing the prices at which their goods should be sold by the wholesale trade.

Upon being approached by a deputation from this Association, the railway companies consented to run the usual annual fall excursion, and made the rates and territory to which it should apply practically the same as last year.

The important question of insolvency legislation has again occupied the attention of the Association, and the action of the different Boards of Trade in pressing for the enactment of an insolvent law applicable to the whole Dominion was supported by resolution favouring the same. Three members of this Association who are on the Insolvency Committee of your Board recently formed part of a deputation which waited upon the Government to press this matter upon its attention, and received assurance from the Minister of Finance that his Department was engaged in the preparation of a Bill on the question, for submission to the Cabinet.

The recent action of the insurance companies in inserting a clause in their policies, whereby the insured are required to keep covered up to eighty per cent. of the total value of their stock, was considered a hardship in view of the circumstance that retail merchants do not generally make a practice of keeping insured up to that percentage, and, therefore, in the case of loss, the clause referred to would affect prejudicially their interests, as well as those of the wholesale houses which supply them with goods.

The important questions of terms and discounts have been considered from time to time throughout the year, but unfortunately without any practical method of regulating them being devised.

During the year six new firms joined the Association and one discontinued its connection with it, the membership to-day numbering twenty-seven.

The whole respectfully submitted.

R. L. GAULT

*President Montreal Wholesale Dry Goods Association.*



## REPORT OF THE MONTREAL MARINE UNDERWRITERS' ASSOCIATION.

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

GENTLEMEN,—

The Montreal Marine Underwriters' Association in connection with your Board, begs to submit its third annual report, as follows :

The principal question receiving consideration from the Association during the past year, has been that of Cash Deposits on Account of General Average, efforts being made to induce the steamship companies to accept the consignee's guarantee endorsed by the insurance companies in lieu of the usual deposits in cash. The steamship agents at this port communicated with their head offices, with the result that they have undertaken to accept such security as might be satisfactory to their legal advisers without, however, prejudicing their right to insist on cash being deposited, if they so desired.

Early in the year, the Association made an effort to have the Government fix a day upon which the buoys in the river should be annually removed, and recommended the 23rd November as a date likely to meet the wishes of underwriters and shippers generally. Your predecessors had, however, suggested that it would be advisable to notify ship owners who despatch vessels to this port that it is unsafe to arrange for any sailing date later than 23rd November, and the suggestion being considered a good one, the Harbour Commissioners were requested to notify ship owners accordingly.

The question of the light, signal and pilotage services in the gulf and river, and that of a hydrographic re-survey of the gulf, has received consideration from time to time, but without obtaining any practical result in the direction desired.

The need for a shelter wharf at Father Point was again pressed upon the attention of the Government, and it is hoped that this most desirable adjunct to the navigation of the St. Lawrence will soon be an accomplished fact.

The Association being informed that efforts were being made by pilot of the S. S. "State of Georgia," who had been suspended and fined for stranding that vessel, to secure re-instatement and the suspension of the fine, a resolution was adopted and communicated to the Harbour Commissioners, expressing the hope that that Board would refuse to mitigate or compromise their finding in the matter, which in view of the case, would appear to be too lenient, if anything.

The attention of the Government was called to the lax way in which the regulations governing the loading of cattle was being carried out, with the result that their observance has, since that time, been much more to the satisfaction of shippers and the insurance companies.

The damaged cargo of the S. S. "Alcides," which was stranded in the Gulf, was brought to this port, and arrangements made for the settlement of the salvage, the official Surveyors of this Association acting for the Insurance Companies represented by the members of this Association collectively, and the matter settled to the satisfaction of those interested.

One of the official Dry Goods Surveyors of the Association, Mr. R. G. Brown, having left the city, Mr. Jas. A. Ogilvy was elected to the vacancy thus created.

The resignation of Capt. J. G. Shaw, from the Port-Wardenship, leaving the post of Lloyds Surveyor vacant, it was decided to recommend to that corporation the appointment thereto of Captain Shaw's successor, viz :—Captain Archibald Reid,

and it is pleasing to note that this suggestion was favourably considered by Lloyds, and that Captain Reid is now their representative at this Port.

Immediately after the stranding of the S.S. Lake Nepigon, in the Straits of Belle Isle, in July last, it was ascertained that the Light-house keeper there was unprovided with means to signal a passing vessel, and hence the Underwriters were unable to obtain knowledge of this disaster until five days after the occurrence.—The Association therefore wrote the Government, asking that this very serious want be immediately supplied, and was informed that enquiry would be made, but so far no further information has been received in connection with this very important matter.

The Association has from time to time considered the necessity for greater diversity in the lights of the lower St. Lawrence, claiming that the increasing use of electric and high power oil lights tend to mislead pilots.

It is with deep sorrow that the Association records the removal by death of one of its most highly respected Members, Mr. W. C. Munderloh, whose sudden and unexpected death leaves a vacancy which it will be difficult to fill.

With the above named exception the Membership in the Association has not changed during the year.

The whole respectfully submitted,

JOHN POPHAM,

*President Montreal Marine Underwriters' Association.*

REPORT OF THE MONTREAL BUTTER AND CHEESE ASSOCIATION.

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

GENTLEMEN,—

The Butter and Cheese Association in connection with your Board begs to submit its annual report for the year 1893, as follows :—

The action of the Bristol Provision Trade Association in 1892, of adopting a resolution whereby it was provided that cheese made in the French section of Canada might not be tendered in fulfilment of a contract for "Finest," and which was considered a hardship by the trade at the time, was somewhat qualified by the adoption of a rider to the said resolution, at a meeting of that Association held in April, 1893, whereby it was recommended that Canadian shippers, when offering these special factories, should describe them as "Cheese made in the French sections of Canada, but equal in all respects to the 'Finest Canadian.'"

The question of rates of freight from points west has again received considerable attention, the Railway Companies being approached by the Transportation Committee, and the request made that Montreal exporters should be placed on an equal footing with shippers from the west, it being suggested that to accomplish that end, all through shipments of butter and cheese should be placed on an export basis. The result of that conference was the following agreement by the Railway Companies :—

"That on cheeseshipped from points west of Toronto to Montreal locally, the car-load rate shall apply in any quantity, and a reduction of 15 per cent. from the rate in question shall be made to consignees on proof of exportation ; this arrangement to apply on shipments carried to and exported from Montreal since the opening of navigation, the concession to apply on shipments of cheese only, and not on butter."

A subsequent attempt to induce the Railway Companies to put butter on the same basis as cheese was not successful.

The desire of some members of the trade for the appointment of additional weighers for butter and cheese has been considered on several occasions but so far without any definite steps being taken to accomplish that end; in the meantime Messrs John McLeod and Duncan Cameron have been named as the official weighers for this Association.

The question of weighing of cheese throughout the country is now under consideration, and it is proposed to have a conference with representatives of the Dairy-men's Association of the Province of Quebec, to fully discuss the matter.

Disputes and misunderstandings between members have, from time to time, received the attention of the Executive Committee, and it is hoped that members of the Association may continue to see in it a means whereby the trade may be regulated, and the methods of doing business be generally improved.

The whole respectfully submitted.

JOHN MCKERGOW,  
*President Butter and Cheese Association.*

TOTAL SHIPMENTS OF PRODUCE TO PARTICULAR PORTS, VIA RIVER ST. LAWRENCE, FROM THE OPENING OF NAVIGATION, MAY 3RD, 1893 (first arrival from sea), TO THE CLOSE, NOVEMBER 21st (last departure for sea), WITH COMPARATIVE TOTALS FOR 1892.

PORTS.	Wheat bush.	Corn bush.	Pens bush.	Oats bush.	Barley bush.	Rye bush.	Flour brls.	Out-meat brls.	Ashes Pots and Pennis brls.	Butter pkgs.	Cheese bxs.	Pork brls.	Lard brls.	Meats pkgs.	Eggs cases.	Hams and Bacon boxes.	Phosp'te tons.
Liverpool	2,638,670	3,301,609	325,911	351,070	53,148	110,018	16,430	441	17,780	431,948	8,770	39,522	16,766	515	2,637		
London	1,658,917	736,153	554,597	666,850	9,208	8,816	5,091	378	1,821	542,091	2,390	312	580	366	1,091		
Glasgow	1,380,886	1,972,835	191,728	548,025	34,123	132,694	22,174	61	12,002	155,365	85	4,837	20,424	688			
Bristol	759,766	259,817	165,309	335,187			1,591	429	37,830	179,813			608				
Aberdeen							36,663	608	161	1,251							
Cardiff		92,131		2,339													404
Cork	96,191	24,502	16,060														
Foyle	353,613	76,909	132,634	16,468			1,358	759	1,439	36,673			200				
Limerick	105,475																
Newcastle	8,228	155,836	16,230	77,220			12,068	59		33,598							
Sharpness		21,608	4,308														
Antwerp	263,179	812,984	69,022	590,981		25,673	3,179	27	2								
Copenhagen	58,468	152,055															
Hamburg	525,800	1,773,682	206,649	290,254			4,464	175	50	25	11,066					97	
Rotterdam	72,620	92,522	98,648	171,606			3,927			1,577							
Rouen	87,515		1,000	11,000			150										
Aarhus		81,674															
Jamaica				250			1,840										
Traltee		92,947															
Lower Ports	6,909,337	9,650,554	1,781,571	3,119,240	43,331	220,361	514,872	47,918	1,395	70,743	1,635,608	104	22,166	49,454	38,578	1,791	4,132
	52,003	80	11,921	24,849	2,355		322,510	2,053		7,121	6,718	2,526	1,156	2,356		11	
Total for 1893	6,961,240	9,651,354	1,793,492	3,144,089	45,686	203,661	837,442	49,971	1,395	77,864	1,642,346	2,630	23,322	51,810	38,578	1,902	4,132
Total for 1892	8,489,658	1,766,707	2,275,578	5,025,031	406,030	385,091	869,869	49,492	1,338	108,838	1,618,219	7,594	17,618	78,923	35,084	8,208	7,063
Increase or Decrease	1,528,358	7,884,647	482,086	1,881,942	360,244	164,730	32,427	479	57	31,023	24,127	4,964	5,704	27,113	2,894	6,306	2,981
	Decrease.	Increase	Decrease.	Decrease.	Decrease.	Decrease.	Decrease.	Increase	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase	Decrease.	Decrease.



TOTAL RECEIPTS OF PRODUCE AT MONTREAL DURING THE YEAR 1893, WITH COMPARATIVE FIGURES FOR 1892.

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brls.	Meal. brls.	Ashes, Pots and Pearls, brls.	Butter. pkgs.	Cheese. boxes.	Meats, Hams & Bacon, boxes.	Leather. rolls.	Eggs Boxes.
Per Grand Trunk Railway .....	452,890	13,500	919,477	1,604,861	170,925	7,240	289,578	9,798	292	22,951	786,513	42,723	31,299	89,961
Per Canadian Pacific Railway .....	590,873	8,728	477,379	1,636,110	54,950	50,333	441,337	28,973	617	8,556	598,023	7,453	16,119	40,348
Via Lachine Canal and the River .....	6,853,624	9,289,577	388,062	933,685	80,303	175,617	78,752	506	161	6,289	114,838	30	149	4,282
Total, 1893 .....	8,257,987	9,311,775	1,734,918	4,227,656	306,178	233,156	809,597	38,777	1,370	111,092	1,499,409	50,206	47,627	134,601
Total, 1892 .....	11,174,929	1,812,084	2,569,863	6,357,544	692,833	388,774	986,883	54,207	1,702	221,867	1,679,136	80,331	54,113	130,341
Increase or Decrease .....	2,917,822 Decrease.	7,401,671 Increase.	834,945 Decrease.	2,127,888 Decrease.	386,155 Decrease.	155,618 Decrease.	177,291 Decrease.	19,430 Decrease.	332 Decrease.	110,775 Decrease.	179,687 Decrease.	30,125 Decrease.	6,486 Decrease.	4,280 Increase.

TOTAL SHIPMENTS OF PRODUCE FROM MONTREAL DURING THE YEAR 1893, WITH COMPARATIVE FIGURES FOR 1892.

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brls.	Oatmeal. brls.	Ashes, Pots and Pearls, brls.	Butter. pkgs.	Cheese. boxes.	Meats, Hams & Bacon, boxes.	Leather. rolls.	Eggs. Boxes.
European, via River St. Lawrence.....	6,949,337	4,650,554	1,781,571	3,119,240	43,331	220,361	514,872	47,918	1,395	70,743	1,635,608	51,245	3,460	38,578
Lower Ports, via River St. Lawrence...	52,003	800	11,921	24,849	2,255	.....	322,570	2,063	.....	7,121	6,788	2,467	282	.....
Via Lachine Canal and River Steamers...	.....	.....	489	8,092	14,069	.....	53,751	.....	.....	.....	.....	.....	.....	.....
By Rail.....	136,817	19,420	101,632	69,860	.....	.....	86,202	466	.....	6,617	9,351	9,073	2,611	.....
Total, 1893 .....	7,068,157	9,670,774	1,895,613	3,218,951	60,355	220,361	984,395	50,437	1,395	84,481	1,651,757	62,785	6,353	39,578
Total, 1892 .....	8,603,379	1,813,843	2,368,337	5,682,295	407,040	385,091	1,036,187	50,272	1,338	115,461	1,630,061	94,562	6,376	35,684
Increase or Decrease .....	1,545,222 Decrease.	7,856,931 Increase.	479,724 Decrease.	1,863,344 Decrease.	346,685 Decrease.	164,730 Decrease.	51,792 Decrease.	165 Increase.	57 Increase.	30,980 Decrease.	21,676 Increase.	31,777 Decrease.	23 Decrease.	2,894 Increase.

*Lowest and highest price of Flour and Wheat in Montreal during thirty-three years.*

Years.	STRAIGHT ROLLER FLOUR, per barrel of 196 lbs.		U. CAN. SPRING WHEAT, per bushel of 60 lbs.		Years.	SPRING EXTRA FLOUR, per barrel of 196 lbs.		U. CAN. SPRING WHEAT, per bushel of 60 lbs.	
	\$ c.	\$ c.	\$ c.	\$ c.		\$ c.	\$ c.	\$ c.	\$ c.
1893	3 00	@ 3 75	No quotations.		1877*	5 10	.. 8 50	1 16	.. 1 63½
1892	3 45	.. 4 80	0 70	@ 1 03	1876	4 45	@ 5 50	1 03	@ 1 22½
1891	4 50	.. 5 60	0 98	.. 1 06	1875	4 10	.. 6 00	1 00	.. 1 36
1890	4 25	.. 5 20	0 97	.. 1 08	1874	4 40	.. 5 85	1 00	.. 1 36½
1889	4 50	.. 5 95	1 12	.. 1 27	1873	5 50	.. 6 55	1 24	.. 1 55
1888†	4 00	.. 6 25	0 82	.. 1 26	1872	5 65	.. 6 80	1 30	.. 1 55
	SPRING EXTRA.				1871	4 90	.. 6 60	1 17	.. 1 45
1887	3 40	@ 3 65	0 80	.. 0 97	1870	3 95	.. 6 80	0 90	.. 1 35
1886	3 30	.. 3 90	0 79	.. 0 94	1869	4 10	.. 5 50	0 95	.. 1 18
1885	3 40	.. 4 90	0 83	.. 1 07	1868	4 80	.. 7 65	1 08	.. 1 75
1884*	3 35	.. 5 15	0 81	.. 1 20	1867	6 75	.. 9 45	1 47½	.. 2 00
1883	4 55	.. 5 35	1 04	.. 1 20	1866	5 40	.. 8 25	1 16	.. 1 60
1882	4 60	.. 6 25	1 04	.. 1 50	1865	4 20	.. 6 75	0 96	.. 1 30
1881	4 95	.. 6 65	1 18	.. 1 50	1864	3 75	.. 4 60	0 85	.. 0 98
1880	5 05	.. 6 10	1 13	.. 1 40	1863	3 85	.. 4 57½	0 87	.. 1 00
1879	3 90	.. 6 35	0 98	.. 1 43	1862	4 10	.. 6 10	0 91	.. 1 08
1878	3 92½	.. 5 35	0 85	.. 1 25	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.

Visible supply of Grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by water, 30th December, 1893:—

DATE.	Wheat. Bushels.	Corn. Bushels.	Oats. Bushels.	Rye Bushels.	Barley. Bushels.
Dec. 30, 1893.....	80,230,000	8,323,000	3,770,000	583,000	2,219,000
Dec. 31, 1892.....	81,294,000	11,426,000	6,341,000	1,190,000	2,205,000
Jan. 2, 1892.....	45,668,724	7,081,196	3,868,579	2,315,985	2,271,548
Jan. 3, 1891.....	25,847,075	2,757,505	3,795,603	476,504	4,059,344
Dec. 28, 1889.....	33,756,004	9,289,352	5,121,051	1,228,926	2,385,117
Dec. 29, 1888.....	38,301,447	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
Dec. 26, 1885.....	58,431,813	8,320,695	2,880,968	2,327,152	815,075
* 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 EIGHTEEN YEARS.

YEAR.	LONDON.		LIVERPOOL.	
	WHEAT, qrs.	CORN, qrs.	WHEAT, qrs.	CORN, qrs.
1893.....	310,000	55,000	812,500	55,000
1892.....	235,000	55,000	680,000	105,000
1891.....	525,000	25,000	370,000	40,000
1890.....	275,000	40,000	350,000	125,000
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	40,000	353,000	50,000
1876.....	345,000	215,000	311,000	139,000

On passage to United Kingdom, 31st December, 1892: Wheat, 2,733,000 qrs.; corn, 280,000 qrs. 30th December, 1893: Wheat, 2,930,000 qrs.; corn, 355,000 qrs.

INSPECTION OF GRAIN.

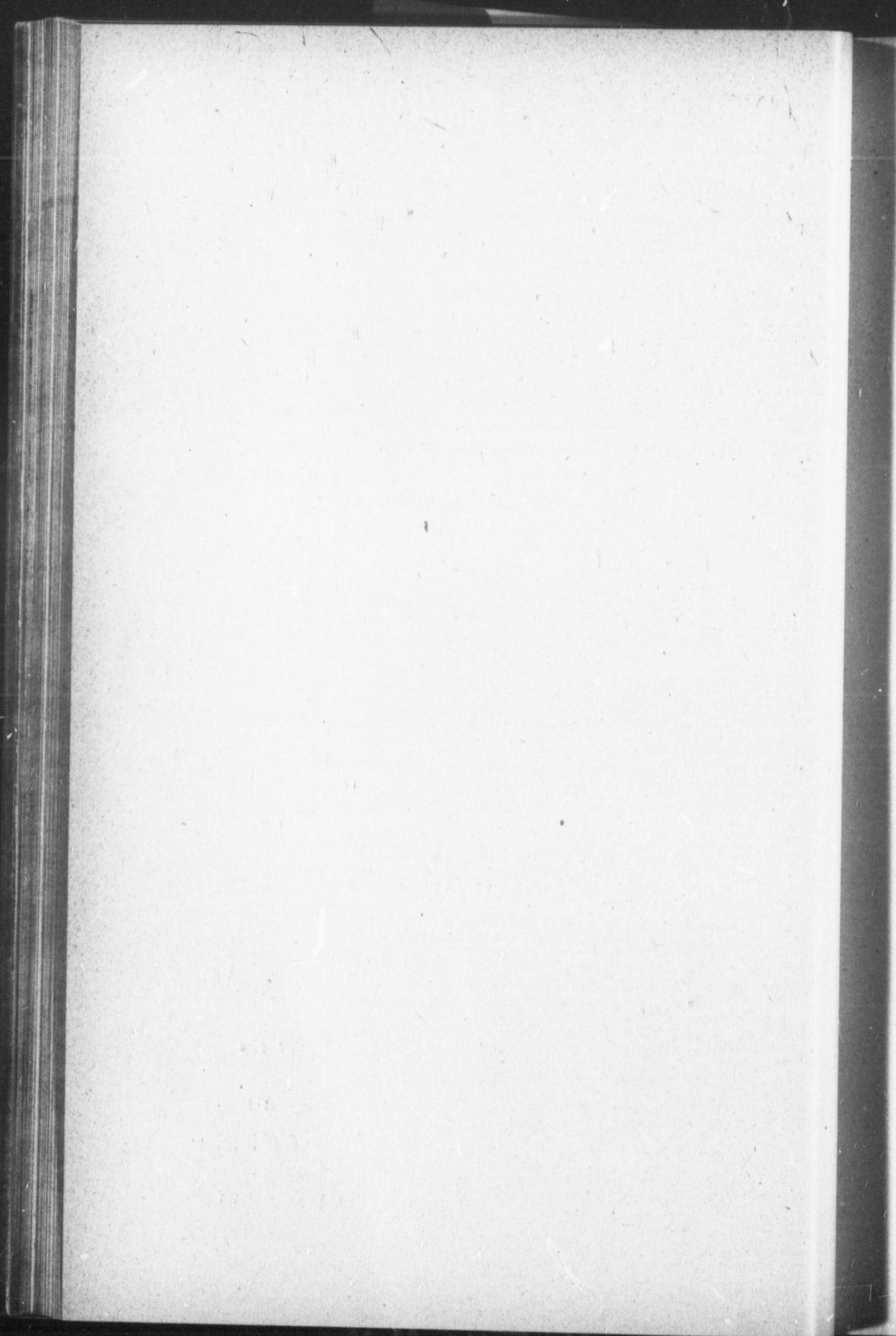
The quantities of Grain inspected in Montreal during the past four years were as follows:—

	1893.	1892.	1891.	1890.
	Bush.	Bush.	Bush.	Bush.
Wheat.....	2,399,300	5,417,800	3,740,800	661,900
Corn.....	6,703,300	1,538,200	1,026,000	3,226,700
Peas.....	3,363,700	4,079,500	3,120,300	1,854,700
Oats.....	6,482,300	11,161,200	2,463,800	975,000
Barley.....	228,100	461,600	997,800	100,200
Rye.....	190,300	490,700	2,526,700	460,400
Buckwheat.....	502,600	808,000	390,800	126,300
	13,869,500	23,957,000	14,266,200	7,405,200

STOCKS OF GRAIN AND FLOUR IN MONTREAL ON THE FIRST SATURDAY OF  
EACH MONTH FROM 1888 TO 1893 INCLUSIVE.

1888.	JAN.	FEB.	MAR.	APL	MAY.	JUNE	JULY.	AUG.	SEPT.	OCT.	NOV.	DEC.
Wheat . . . bush.	159,550	217,492	265,640	371,608	620,453	237,799	282,601	253,117	319,719	407,767	273,502	423,919
Corn . . . . "	9,084	6,714	6,664	6,383	6,307	27,084	37,825	29,238	56,731	73,816	91,402	30,027
Peas . . . . "	67,174	64,426	64,422	76,725	82,000	136,492	127,680	81,099	76,092	76,519	124,786	49,131
Oats . . . . "	106,317	83,200	57,791	62,526	43,158	23,618	84,058	73,188	19,127	1,726	16,517	23,961
Barley . . . . "	13,213	15,857	14,006	12,753	8,267	1,077	1,844	1,891	1,127	3,796	8,343	19,373
Rye . . . . "	5,050	3,950	3,950	3,950	3,950	3,950	3,000	2,500	.....	.....	.....	.....
Flour . . . . brls.	34,692	33,849	35,515	31,602	32,901	50,760	56,767	62,301	57,209	56,502	78,693	92,787
1889.												
Wheat . . . bush.	603,541	471,891	433,554	433,554	496,777	413,887	411,183	297,556	283,693	233,212	143,982	218,634
Corn . . . . "	35,261	37,844	31,165	33,464	227,939	48,599	251,303	15,850	21,747	87,680	82,358	21,738
Peas . . . . "	59,682	74,477	83,626	109,149	153,240	204,261	206,741	107,848	65,419	81,812	115,546	122,991
Oats . . . . "	22,760	39,955	43,118	72,738	65,035	61,845	76,229	38,009	35,214	21,688	14,731	33,436
Barley . . . . "	38,698	53,615	56,474	51,979	55,959	47,552	28,950	29,352	27,258	26,865	31,201	62,952
Rye . . . . "	.....	.....	.....	.....	.....	.....	.....	.....	12,205	463	4,825	2,586
Flour . . . . brls.	93,263	96,281	95,737	103,366	99,752	94,744	89,627	71,846	68,641	61,066	57,916	62,317
1890.												
Wheat . . . bush.	354,269	216,047	188,858	150,747	178,674	93,698	80,056	34,069	25,717	77,002	90,973	108,667
Corn . . . . "	19,409	21,120	21,907	75,408	170,986	172,118	159,208	41,020	5,026	62,479	11,934	3,933
Peas . . . . "	217,872	241,303	355,877	385,860	359,517	215,977	255,128	163,670	21,072	101,849	157,554	56,550
Oats . . . . "	63,008	140,033	163,653	104,121	104,852	98,647	112,052	125,553	58,429	20,702	74,006	66,338
Barley . . . . "	86,403	86,986	83,776	82,693	89,015	61,213	43,557	33,283	28,557	14,258	19,202	66,125
Rye . . . . "	9,584	32,695	43,318	51,043	56,789	48,705	43,601	.....	770	6,399	21,716	12,897
Flour . . . . brls.	67,577	61,089	62,827	64,369	66,860	76,734	73,086	62,697	47,753	46,015	37,570	34,637
1891.												
Wheat . . . bush.	210,373	346,637	398,547	439,374	690,328	412,258	438,816	255,406	282,080	79,371	268,197	281,599
Corn . . . . "	4,667	11,550	10,116	7,833	8,104	19,818	14,676	300	5,596	2,500	320	.....
Peas . . . . "	79,754	92,043	140,416	135,825	185,881	196,939	89,919	84,617	32,385	93,813	194,820	225,266
Oats . . . . "	169,478	185,536	212,704	244,382	239,979	36,334	146,972	111,016	56,774	127,722	99,420	86,966
Barley . . . . "	23,412	38,394	49,577	81,471	96,162	40,710	27,871	3,269	6,415	32,714	160,947	257,700
Rye . . . . "	23,192	26,810	29,981	23,183	30,827	7,719	.....	.....	9,311	15,966	92,185	7,787
Flour . . . . brls.	42,418	48,034	53,279	63,947	76,246	69,756	68,716	59,931	52,628	46,148	25,232	26,671
1892.												
Wheat . . . bush.	289,283	593,344	530,913	584,326	680,268	600,535	574,755	427,930	413,521	477,381	492,592	370,390
Corn . . . . "	.....	.....	1,050	.....	.....	646	.....	.....	.....	.....	17,729	15,919
Peas . . . . "	218,258	411,438	258,262	367,578	405,818	385,974	322,187	199,088	72,898	107,089	278,690	150,337
Oats . . . . "	79,346	146,036	243,467	461,580	512,141	512,892	802,738	663,630	266,878	331,693	421,359	172,868
Barley . . . . "	153,216	50,291	79,435	90,413	102,869	153,099	119,172	104,846	54,022	47,363	70,292	66,221
Rye . . . . "	12,665	41,856	31,175	38,230	9,592	31,164	15,516	2,076	2,369	2,186	6,860	8,473
Flour . . . . brls.	42,039	42,473	51,032	64,402	62,465	53,463	58,285	40,938	49,468	47,398	50,858	30,907
1893.												
Wheat . . . bush.	452,951	575,004	561,406	583,262	654,060	510,553	451,014	353,644	353,150	509,905	704,383	655,113
Corn . . . . "	15,064	14,998	13,877	14,606	13,877	39,116	15,510	48,865	4,990	838	1,582	.....
Peas . . . . "	270,459	340,889	354,343	362,694	471,096	462,171	4,027	310,191	209,413	192,400	222,583	312,890
Oats . . . . "	296,667	441,221	492,959	573,152	655,784	291,696	147,819	114,400	36,161	95,036	146,144	31,452
Barley . . . . "	83,435	78,211	33,083	87,048	87,400	87,822	81,835	88,883	58,727	51,247	46,928	55,224
Rye . . . . "	15,870	30,444	33,794	39,487	42,438	43,544	30,014	52,577	30,367	40,467	46,682	35,704
Flour . . . . brls.	41,291	45,973	51,088	69,663	76,208	58,304	53,820	59,843	53,527	42,822	41,423	42,881





# MONTREAL BOARD OF TRADE.

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## OFFICE-BEARERS AND MEMBERS FOR 1893.

PRESIDENT : W. W. OGILVIE.

1st VICE-PRES.: JAS. A. CANTLIE.

2nd VICE-PRES. {

W. C. MUNDERLOH.

Died March 12.

JOHN TORRANCE.

Elected March 25.

TREASURER : EDGAR JUDGE.

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### COUNCIL.

WM. CUNNINGHAM,  
THOS. J. DRUMMOND,  
R. M. ESDAILE,  
CHAS. H. GOULD,

F. J. HART,  
D. L. LOCKERBY,  
JOHN MCKERGOW,  
JOHN B. McLEA,

J. D. ROLLAND,  
CHAS. F. SMITH,  
A. A. THIBAudeau,  
JAS. WILLIAMSON.

### BOARD OF ARBITRATION.

ANDREW ALLAN,  
ROBT. ARCHER,  
H. A. BUDDEN,  
GEO. CHILDS,

JAS. P. CLEGHORN,  
HON. GEO. A. DRUMMOND,  
E. B. GREENSHIELDS,  
CHAS. P. HÉBERT,

F. W. HENSHAW,  
JOHN KERRY,  
ROBT. REFORD,  
JAS. SLESSOR.

---

Secretary . . . . . GEO. HADRILL.

Asst.-Secretary . . . . . G. A. IRWIN.

MEMBERS:

NAME.	FIRM.	BUSINESS.	ADDRESS.
Abbott, Wm.		Mine owner.	41 St. Francois Xavier street.
Adams, R. C.		Leather and Commission.	63 St. Peter street.
Aird, Wm. D.	McIndoe & Aird	Confectioner.	19 St. James street.
Alexander, Jas.		Butter, Cheese and Grain.	26 McGill Street
Allan, Andrew.	H. & A. Allan	Agents	Cor. Common and Youville streets.
Allan, Andrew A.	H. & A. Allan	Agents	Cor. Common and Youville streets.
Allan, Bruce J.	H. & A. Allan	Agents	97 State street, Boston, Mass. ...
Allan, Hugh A.	H. & A. Allan	Agents	Cor. Common and Youville streets.
Allan, I. Montagu	H. & A. Allan	Agents	Cor. Common and Youville streets.
Allard, Louis		Valuator	383 St. Denis street.
Allen, Jas.		Agent, St. Armour & Co., Chicago.	5 Place Royal.
Alston, Jos. E.	British American Dying Co.	Dyers.	21 McGill street.
Ames, E. F.	Ames, Holden & Co.	Boot and Shoe Manufacturers.	45 Victoria Square.
Ames, Herbert B.	Ames, Holden & Co.	Boot and Shoe Manufacturers.	45 Victoria Square.
Anderson, Chas. H.			
Anderson, D.	Anderson, McKenzie & Co.	Stemship, Agents, &c.	223 Commissioners street.
Anderson, Jas. D., sr.		Merchant Tailor.	258 St. James street.
Anderson, Jas. I., jr.		Accountant, &c.	11 St. James street.
Anderson, Robt. J.			
Angus, Andrew.			
Angus, R. B.			
Angus, Wm.			
Archer, Robt.			
Atkin, Jno.			
Atkinson, M. B.			
Ault, Chas.			
Ayer, A. A.	A. A. Ayer & Co.	Butter & Cheese Exporters	56 McGill street.
Bacon, F.	Bacon Bros	Manufacturers' Agents	377 St. Paul street.
Bacon, Thos. P.	Bacon Bros	Manufacturers' Agents	377 St. Paul street.
Badenach, Thos			
Badgley, John C.			
Baile, Andrew			
Bailey, Jas.		Coal Merchant.	1761 Notre Dame street.
Baillie, Jas.	Thomson S.S. Line.	Manager.	60 McGill street.
Barn, Jas. W., M.P	Dominion Oil Cloth, &c.	Mfrs Oil Cloth, &c	26 St. Sacrament street.
Baird, Geo.		General Merchant.	St. Polycarpe.
Baird, C. J.			
Baird, Jno	Jno. Baird & Co	Comp. Mer., Fish and Fish Oils, &c.	43 St. Francois Xavier street.
Baird, Thos		General Merchant.	Ormistown, Que.
Baker, Joel C.			
Balfour, J. Hutton.			

1921/3 St. Catharines  
Retail Boots and Shoes

Barnistey, J. P.			Retail Boots and Shoes.		2243 St. Catherine street.
Barbeau, R. J.			Manager.		839 St. Paul street.
Barbeau, Hy.		City and District Savings Bank.	Buyer and Manufacturers' Agent.		
Barry, H. A.					
Barry, Geo.					
Barry, Rich.					
Barthe, L. A. P.					
Batterbury, F. R.					
Beatesby, D.					
Baumgarten, A.		St. Lawrence Sugar Refining Co.			
Baylis, Jas.		Jas. Baylis & Son.	Vice-President.		26 St. Sacramento street.
Beattie, Jno.		The Central Agency	Carpets, etc.		1837 Notre Dame street.
Beauchamp, Louis.			Cotton and Threads.		12 DeBresoles street.
Beaugrand, H.		Publisher of "La Patrie."	Journalist.		77 St. James street.
Bedard, N. E.					
Bell, Joshua A.		Bell, Simpson & Co.	Butter, Cheese and Eggs.		472 St. Paul street.
Bell, J. B.		Andrews, Bell & Co.	General Commission Merchants.		41 St. Francois Xavier street.
Bellefleur, H. F.		With Gault Bros. & Co.	Wholesale Dry Goods.		Cor. St. Helen and Recollet streets.
Benjamin, F. P.		D. Bentley & Co.	Book and Job Printing.		1746 Notre Dame street.
Benjamin, Wm.					
Beniley, D.					
Bessette, D. Z.					
Bickerdike, R.					
Biggar, E. R.					
Bilingsley, Fred.		J. Furstall & Co.	Live Stock and Insurance		235 Commissioner street.
Binks, C. H.		C. H. Binks & Co.	Publisher.		43 St. Sacramento street.
Bimmore, Fred.			Lumber Merchants.		Quebec, Que.
Bimmore, J. E.			Importers.		646 Craig street.
Birks, Arthur.					
Bishop, Geo.					
Black, Jno.		Robertson, Linton & Co.	Wholesale Dry Goods.		St. Helen street,
Black, Lewis S.					
Blackader, C. H.		Stevenson, Blackader & Co.	Manufacturers' Agents.		87 St. Peter street.
Blackwell, K. W.					
Blacklock, W. M.		Blacklock Bros.	Warehousemen, Brokers, &c.		17 Common street.
Blue, Walter.			Wholesale Clothing.		Steebrooke, Que.
Boas, B. A.		B. A. Boas & Co.	Importers of Dry Goods.		1886 Notre Dame street.
Boas, Feodor.					
Boivin, Gail.					
Boivin, Leonard I.		Mongenais, Boivin & Co.	Importers.		92 St. Denis street.
Bolton, Richard			Insurance Agent.		358 St. Paul street.
Bond, E. L.					
Boothe, W.		John Henderson & Co.	Furriers.		30 St. Francis Xavier street.
Botterell, E. H.					
Bourgoin, Geo.		Le Banque du Peuple.	Manager.		329 St. James street.
Bousquet, J. S.					
Boyd, E.					
Boyd, W. G. E.					
Bragg, Henry.			Advg Agent Toronto Empire.		St. James street.
Braidwood, Francis.					Board of Trade Building.



LIST OF MEMBERS. — Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Brainerd, Thos. C.			
Brais, L. A.			
Braut, L.	Hudon, Hebert & Co	Wholesale Grocers.	304 St. Paul street.
Brice, A. J.		Export'r Butter and Cheese	10 St. Peter Street.
Brice, E. A.			
Brissette, M. H.			
Brock, Jeffrey G.		Shipping & Commission Agent	221 Commissioners street.
Brodie, H.	Brodie & Harvie	Flour Merchants.	10 and 12 Bleury street.
Brophy, Jas.	Brophy, Cairns & Co.	Wholesale Dry Goods	196 McGill street.
Brophy, Thos.	Brophy, Cairns & Co.	Wholesale Dry Goods	196 McGill street.
Brossard, M.	Brossard, Chaput & Cie.	Flour and Provisions	139 Commissioners street.
Brosseau, D. C.			
Brosseau, Joseph			
Brown, Andrew A.			
Brown, Fayette			
Brown, Geo. P.		Wine Merchant	416 St. Paul street.
Brown, Geo. S.	Brown Bros.	Ments and Provisions	Windsor Market.
Browne, F. E.	John James Brown & Son.	Real Estate.	207 St. James street.
Brown, I. hos.			
Brown, Thos. B.	Kingman, Brown & Co.	Shipping and Commission Merchants	14 Place Royale.
Brown, W. Godbee		Insurance.	1766 Notre Dame street.
Browning, A.		Insurance Broker	1724 Notre Dame street.
Brunet, Alf.			
Brush, Geo. S.		Machinist	34 King street.
Budden, H. A.	Intercolorial Coal Mining Co	Vice-President.	199 Commissioner street.
Bulling, W. B.	Canadian Pacific Railway Co	General Freight Agent.	Windsor street station.
Bulmer, H.			
Bulmer Jno. A.	John A. Bulmer & Co	umber.	571 Dorchester street.
Buntin, Alex.			
Burland, Jeffery H.			
Burland, Geo. B.	British American Bank Note Co	Bank Note Engraving, etc	7 Bleury street.
Burnett, Jas.		Lumber Merchants.	Quebec.
Burstall, Jno.	John Burstall & Co.		
Byrd, Chas.			
Cains, Geo. L.	S. Greenshields, Son & Co	Wholesale Dry Goods.	17 Victoria square.
Caldwell, W. Alex.			
Campbell, C. C.			
Campbell, David, sr.			
Campbell, David, jr.			
Campbell, David N.			
Campbell, Geo. A.			
Campbell, Jas. B.		Produce Merchants.	21 Foundling Street.
Campbell, W. M.	McLean & Campbell.	City Weigher and Measurer	14 St. Sacraunt street.
Cameron, Duncan			

Cameron, Geo. A.	Canadian Pacific Railway	City Freight Agent	157 St. James street
Can. Bank of Commerce	Canadian Pacific Railway	Foreign Freight Agent	Board of Trade Building.
Can. Pac. Ry. Frt. Office	Canadian Pacific Railway		Board of Trade Building.
Do. Foreign Frt. Office			
Cantlin, A.			
Cantlie, Geo. S.	Jas. A. Cantlie & Co.	Canadian Woolens and Cottons	200 St. James street.
Carruth, Jas. H.	With Jas. Johnston & Co.	Wholesale Dry Goods	26 St. Helen street.
Carruthers, Jas.	Jas. Carruthers & Co.	Gain Exporters	Board of Trade Building.
Carsley, F. F.	Carsley, Sen & Co.	Dry Goods	St. Peter street.
Carsley, S.	Carsley, Sen & Co.	Dry Goods	St. Peter street.
Carrer, Stewart J.	Fortie & Casey	Builders	277 Bleury street.
Casey, Felix			
Cassils, Jas.			
Cassils, John	with Cochrane, Cassils & Co.		
Cassils, John S.	Caverhill, Learmont & Co.	Wholesale Hardware	89 St. Peter street.
Caverhill, Frank	Caverhill, Learmont & Co.	Wholesale Hardware	89 St. Peter street.
Caverhill, G.			
Caverhill, Jno. L.	Evans Bros	Coal Merchants	15 Victoria square.
Cayford, Jas. H.			
Cha'bot, J. N.			
Chaffee, A. B., jr.			
Chapman, W. B.	L. Chaput, Filis & Cie	Wholesale Grocers	2 DeBresoles street.
Chaput, Chas			
Cheney, Gilmun			
Chevaller, Louis			
Childs, Geo.			
Childs, Geo. W. L.			
Chipman, V. W. L.			
Chisholm, C. J.			
Chouillon, G. A.			
Christmas, T. H.	Etna Life Insurance Co.	Iron and Steel Merchant	11 Hospital street.
Christmas, T. H.		General Broker	14 St. John street.
Claggett, C. C.		Manager	126 St. James street.
Clark, A. C.			
Clark, Esmonde L.			
Clark, Jas. I.			
Clarke, Andrew	J. G. MacKenzie & Co.	Stock Broker	13 St. Sacramento street.
Gleghorn, J. P.		Wholesale Dry Goods	381 St. Paul street,
Glendinning, Wm.	Wm. Glendinning & Co.	Iron Founders	145 William street.
Glendinning, Wm. jr.			
Giff, R. S.			
Gorsan, Michael M.			
Gouston, C. J.	Bank of Montreal	General Manager	St. James street
Gouston, E. S.			
Cochrane, Hon. M. H.			
Goghlin, B. J.			
Cole, Frank F.			
Colson, C. E.			
Conroy, Thomas.			
		Hardware Merch. and Manufr.	364 St. Paul street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Converse, W. B.	Consumers Cordage Co.	Cordage	
Cookson, S.	Kirkpatrick & Cookson.	Produce Commission Merchants.	90 Grey Nun street.
Copland, E. H.			
Corbett, J.		Furs	477 St. Paul street.
Corstine, Jas.	Jas. Corstine & Co.	Furs	477 St. Paul street.
Corstine, T. J.	Jas. Corstine & Co.	Paints, Oils, &c.	310 St. Paul street.
Cornelle, Chas. C.	McArthur, Cornelle & Co.	Wood and Coal	2430 Notre Dame street.
Costigan John	Jno. Costigan & Co.	General Agents.	196 St. James street.
Costigan, Rich.		Live Stock Agent.	Board of Trade Building.
Costigan, W. T.	W. T. Costigan & Co.		
Coughlin, C.		Builder	914 Sherbrooke street.
Couillard, Auguste.		Bed Comforts	582 William street.
Cowan, John.		Agents of Can. Woollens.	
Cowans, R.			
Cowan, Amos.		Commission Merchant.	186 St. James street.
Cowie, A. McK.		Ver. un.	
Cowper, Alex.	Canada Fibre Co.		215 Board of Trade Building.
Coyle, E. J.	Mellichamp, Coyle & Co.	Manufacturers of Type.	157 St. James street.
Craig, E. F.		Wholesale Hardware.	780 Craig street.
Craig, W. W.			15 St. Helen street.
Crane, T. A.		Commission Agents.	26 St. Helen street.
Crawford, David.		Assistant General Freight Agent.	Board of Trade Building.
Crawford, Jno.		Live Stock and Insurance Agent.	City.
Creak, Geo.		Wholesale General Merchants	34 St. Nicholas street.
Crofts, H. W.	With James Carruthers & Co.	Flour and Feed merchants	100 Grey Nun street.
Grombie, A. M.	Canadian Bank of Commerce.	Paper Manufacturers	10 Foundling street.
Grassy, Peter.	Dominion Type Founding Co.	Proprietors	100 Grey Nun street.
Groves, Geo. J.	James Hutton & Co.	Wholesale Grocers.	10 Jacques Cartier street.
Groves, John.			210 St. Paul street.
Gunning, A. C.			
Gundill, Francis.	Francis Cundill & Co.	Commission Agents.	
Gunningham, Chas. H.	Grand Trunk Railway.		
Gunningham, Jno. J.			
Gunningham, Wm.			
Currie, F. P.	W. & F. P. Currie.		
Currie, Jas.	Bruneau & Currie.		
Currie, Wm.	Dominion Paper Co.		
Cushing, Thos.	Montreal Brewing Co.		
Cusson, Alexis.	A Cusson & Fils.		
Cuttle, Jas. A.			
Dalrymple, Jas.		Produce and Commission Merchant.	98 Foundling street.
Darling, Jas.	Jas. Darling & Co.	Real Estate Broker.	429 Board of Trade Building.
Darling, Wm.		Manufacturers' Agent.	N. Y. Life Building.
Dartnell, Ed. F.			180 St. James street.

Davidson, Jas.	Thos. Davidson & Co.	Mfg'r Tinware	
Davidson, Thos.		Jewellers	Royal Ins. Building, 9 Common street.
Davis, Eugene H.	Louis Davis & Co.	Customs Broker	
Davis, Louis.			
Davis, M.			
Davis, Maurice B.			
Davis, Mortimer B.			
Davis, S. P.			
Dawes, Chas. F.			
Dawson, Sam. E.			
Dawson, Wm. V.			
DeLisle, M. Nolan.		Wholesale Stationer	20 De Bresoles street.
Delorme, C. E.	Delorme Brothers	Real Estate Agent	43 St. Sacramento street.
Delorme, Gustave.	Delorme Brothers	Manufacturers Agents	15 De Bresoles street.
Desorats, E.		Manufacturers, Agents	15 De Bresoles street.
DeWitt, John (M.P.)			
Dillon, John.	R. Reford & Co.	S. S. Agents	25 St. Sacramento street.
Dillon, J. St. G.	Bellhouse, Utillon & Co.	Chemicals	30 St. Francois Xavier street.
Dobbin, L. H.		Commission Merchant	Fraser Building.
Dobell, Hy.			
Dodwell, L. E.			
Doherly, Thos.			
Donnelly, John T.	John T. Donnelly & Co.	Dry Goods and Commission Merchants	20 Lemoine street.
Donnelly, P.		Sash Door and Box Mfg	27 Craig street
Doran, J. Fred.	of John Baird & Co.	Com. Mer. Fish and Fish Oils.	43 St. Francois Xavier street.
Doran, Sigismund			
Doucet, Pierre.	McCaskill, Dougall & Co.	Manuf'g Varnishes, &c.	30 St. John street,
Dougall, Jas. S. N.		Wholesale Clothing	138 McGill street.
Dougall, J. R.	Doull & G. S. son.	Wholesale Leather	70 St. Peter street.
Doull, Wm. R.	Dowker, McIntosh & Co.		39 St. Francois Xavier street.
Dowker, L. R.			New York Life Building.
Drummond, Hon. G. A.	Drummond, McCall & Co.	Iron Merchants	
Drummond, Geo. E.			
Drummond, M.	Canada Sugar Refining Co.		
Drummond, H. R.	Drummond, McCall & Co.		
Drummond, Thos. J.	W. Drysdale & Co.	Iron Merchants	39 St. Francois Xavier street.
Drysdale, Wm.	Bank Jacques Carrier	Manager	New York Life Building.
Ducharme, G. N.	Duchesneau, Duchesneau & Co.	Publishers, &c	
Duchesneau, Jos.	Duckett, Hodge & Co	Dry Goods.	Place d'Armes square.
Duckett, Frank.		Exporters of Butter and Cheese.	233 St. Paul street.
Duff, J. M. M.		Accountant	104 Grey Nun street.
Duffy, J. J.	O. Dufresne, Jr., & Frere.	Coffee and Spice Merchants	Room 52 Imperial Building.
Dufresne, C. A.	O. Dufresne, J., & Frere.	Lumber Merchants	624 Craig street.
Dufresne, Ovide, Jr.		Lumber Merchants	2388 Notre Dame street.
Duncan James W.	Dunlop & Heriot	Architects and Valuers	2388 Notre Dame street.
Dunlop, A. F.		Stock Broker	Temple Building, 11 St. Sacramento street.
Dunlop, Graham, C.			



## LIST OF MEMBERS—Continued.

NAME	FIRM.	BUSINESS.	ADDRESS.
Durnford, A. D.			
Duverger, Henri		Inspector	Molsons Bank.
Keroyd, Thomas			
Edwards, J. P.			
Elfers, H. A.			
Elliot, E.			
Elmhurst, W. R.	St. Lawrence Sugar Refining Co.	President	96 St. Sacramento street.
Esdale, C. G.	J. & R. Esdalle	Grain and Freight Brokers	39 St. Sacramento street.
Esdale, R. M.	J. & R. Esdalle	Grain and Freight Brokers	39 St. Sacramento street.
Evans, A. E.	Evans & Sons, Ltd.	Wholesale Druggist	39-45 St. Jean Baptiste street.
Evans, F. W.	Wood & Evans	Insurance	1776 Notre Dame street.
Evans, Robert	Evans Bros.	Coal Merchants	15 Victoria square.
Evans, William			
Evans, William B.	Evans & McGregor	Insurance	1731 Notre Dame street.
Evans, W. Herbert	Evans Bros.	Coal Merchants	15 Victoria square.
Eveleigh, Jos.			
Ewan, Alex.			
Ewing, A. S.			
Ewing, S. H.			
Ewing, S. W.			
Ewing, Wm.			
Fairbairn, John		Real Estate	163 St. James street.
Fairbanks, Rufus		Coal and General Commission.	58 St. Francois Xavier street.
Farquharson, John	The Montreal Biscuit Co.	Biscuit Manufacturers	54 McGill street.
Farrall, William			
Featherstone, A. M.		Piano Manufacturer	2241 St. Catherine street.
Featherstonehaugh, E. C. B.		Wholesale Dry Goods	17 Victoria Square.
Fenwick, W. J.	S. Greenshields, Son & Co.		
Ferguson, D.			
Ferguson, John S.			
Ferguson, W. B.			
Finlay, R.			
Fogarty, Jeremiah			
Fogarty, T. F.			
Fole, M. S.			
Forbes, Thos.	The Journal of Commerce	Printer and Publisher	171 and 173 St. James street.
Forget, J. J.	Forde & Cassey	Builders	277 Bleury street.
Forget, B.	L. J. Forget & Co.	Stock Brokers	1715 Notre Dame street.
Forget, J. M.	L. J. Forget & Co.	Stock Brokers	1715 Notre Dame street.
Fortner, J. W.			
Foster, P. S.	John C. Watson & Co.	Manufacturers of Wall Paper	92 Grey Nun street.
Fraser, A. D.	Fraser, Viger & Co.	Grocers and Wine Merchants	209 St. James street.
Fraser, D. Torrance			

Fraser, Donald	S. Greenshields, Son & Co	Wholesale Dry Goods	17 Victoria square.
Fraser, George B.	Grand Trunk Railway Co	Foreign Steamship Agent	Board of Trade Building.
Fraser, John			
Fraser, N. J.			
Freeman, Major			
Furwiss, E. L.			
Fyfe, James		Scale Manufacturer	Cor. St. Paul and St. Peter streets.
Gagnon, A. E.			
Gardner, Robert H.			
Galbreath, Leopold			
Galbreath, Wm			
Galbreath, Emile	Calixte Galibert & Son	Hides and Wools	927 St. Catherine street.
Gardner, Jas.	Hodgson, Sumner & Co	Wholesale Dry Goods	347 St. Paul street.
Gardner, W. S.			
Garth, Charles		Manufacturers	536 Craig street.
Garth, Henry W	Garth & Co	Manufacturers	536 Craig street.
Garth, John H.	Garth & Co	Provisions and Flour	91 Commissioners street.
Gaucher, G. G.		Merchants	St. Helen street
Gault, A. E.	Gault Bros. & Co.	Insurance and Stock Broker	17 St. John street.
Gault, C. E.			
Gault, John			
Gault, Leslie H.	Gault Bros. & Co	Wholesale Dry Goods	St. Helen street.
Gault, R. L.	Gault Bros. & Co	Wholesale Dry Goods	St. Helen street.
Gault, R. L.	Mark Fisher, Sons & Co.	Woolens, etc.	Victoria square.
Gauthier, L.			
Gear, Wm.	With Robt. Reford & Co.	Steamship Agents	147 St. James street.
Geoffrion, L. E.	L. Chaput, Fils & Cie	Wholesale Grocers	25 St. Sacrament street.
Gilbert, P. H.			
Gillespie, J. A. Y.	Gillespie & Co	General Merchants	2 DeBreslois street.
Gilmour, Alex. Y.			
Gilmour, Daniel	Chase & Sanborn.	Coffee Merchants	12 St. Sacrament street.
Gilmour, F. V.			
Gilmour, W. B.			
Grard, Augusto			
Gnaedinger, E. W.			
Goode, John B.			
Goodbough, W. G.	W. S. Goodbough & Co	Hardware Commission Merchant	126 St. James street.
Goodbough, W. S.	W. S. Goodbough & Co	General Merchants	Board of Trade Building.
Gordon, John		General Merchants	Board of Trade Building.
Gordon, L. A.			
Goudron, Jules H.			
Gould, Charles H.			
Gould, Joseph			
Gould, O. M.			
Grace, P.	P. Grace & Co.	Grocers	267 Mountain street.
Grafton, Frank Baylis.			
Graham, A. F.			
Graham, D.			
Graham, Geo.			
			267 Mountain street.
			105 Mackay street.
			267 Mountain street.
			1359 Notre Dame street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Graham, Hugh.	Graham & Co.	Publisher.	165 St. James street.
Grand Trunk	Grand Trunk Railway.	General Freight Agent.	
Burns, A.			
Fraser, N. J.			
Harris, A. H.			
Grange, H. P.			
Granger, Flavien J.	Granger Freres	Stationers.	1689 Notre Dame street.
Grant, A. W.			
Grant, C. H. A.	Montreal Watch Case Co.	Watch Case Manufacturers.	125 Vifre street.
Grant, John G.		Stock Broker and Auditor.	22 St. John street.
Gravel, J. O.			
Green, Michael M.			
Greene, F. Hilton.	Wilson & Greene.	Photographers.	30 St. Francois Xavier street.
Greene, E. K.			
Greene, E. K. jr.	Greene Sons & Co.	Wholesale Furs.	521 St. Paul street.
Greenshields, Edw. B.	S. Greenshields, Sons & Co.	Wholesale Dry Goods.	17 Victoria square.
Grenier, Jacques.	Jac. Grenier & Co.	Wholesale Dry Goods.	292 St. Paul street.
Grimth, John.	Giller & Grimth.	Accountants.	Sherbrooke, Que.
Grindley, K. R.	Bank of E. N. A.	Gen'l Manager.	140 St. James street.
Guest, James.			
Gurd, Charles.	Chas. Gurd & Co.	Erated Waters.	43 Jurors street.
Hadrell, Alf. W.	Can. Fire Underwriters Ass'n.	Secretary.	Board of Trade Building.
Hagar, Chas. W.	The Royal Electric Co.	Electric Lighting.	Queen street.
Hagar, Edward.	Ed. Hagar & Co.	China Glass & Earthenware.	148 St. Paul street.
Hagar, John F.			
Hague, Geo.			
Haines, F. S.			
Haines, John McD.		Accountant.	45 St. Sacrament street.
Hamilton, Alex.	M. McKenzie & Co.	Importers Marine Stores.	6 Grey Nun street.
Hamilton, Geo. W.	Geo. W. Hamilton & Son	Stock Brokers.	21 St. Sacrament street.
Hamilton, H.	Henry & N. E. Hamilton	Dry Goods.	Victoria Square.
Hamilton, Jno.			
Hammill, Jno.	Jas. McCready & Co.	Boot and Shoe Manufacturers.	4 St. Peter street.
Hampson, Harold.			
Hampson, R.			
Hanna, George H.	Montreal Warehousing Co.	Warehousing.	231 Wellington street.
Hannan, M.			
Hannan, W. R.			
Hanson, Edwin.			
Hanson, Jos. H.		Manufacturers' Agent.	422 St. Paul street.
Hanson, Win.			
Hardisty, Joseph.			
Harrower, Geo. H.	Shirt Manufacturer.	Shirt Manufacturer.	1883 Notre Dame street.
Harrower, Robt.	Manufacturers' Agent.	Manufacturers' Agent.	

Hart, C. T. Insurance Broker. 20 St. Francois Xavier street.

Hart, C. T.	Hart & Tuckwell	Insurance Broker	20 St. Francois Xavier street.
Hart, Frank J.		Wholesale Fruit Merchants	161 McGill street.
Hart, Gerald E.			
Harte, Jas. F.		Coal Merchant	22 St. James street.
Harvey, My.		Flour Merchants	10-12 Bleury street.
Harvie, R.	Brodie & Harvie	Flour Milling and Grain.	Board of Trade Building.
Hastings, Jno. F.	Lake of Woods Milling Co.	Receivers of Fish.	18 Bonsecours street.
Hatton, D.	D. Hatton & Co	Wholesale Grocers	304 St. Paul street.
Hébert, Albert	Hudon, Hébert & Cie	Wholesale Grocers.	301 St. Paul street.
Hébert, Chas. P.			
Hébert, J. H.			
Hébert, Zéphirin.	Hudon, Hébert & Cie	Wholesale Grocers.	304 St. Paul street.
Hecker, E.			
Hebronner, Jules.			
Hensley, R.		Jeweller.	257 St. James street.
Heneault, Louis H.			38 Napoleon street.
Henderson, D. H.	Henderson Bros.	Lumber and Timber.	344 William street.
Henderson, Norman.	Henderson Bros.	Lumber and Timber.	344 William street.
Henderson, R.	R. Henderson.	Dry Goods Commission.	492 St. Paul street.
Henry, Edw. N.	E. N. Henry & Co	Wholesale Mfrs. Carriages, etc	337 St. Paul street.
Henry, A. C.	Can. Pac. Railway	Purchasing Agent	Windsor street.
Henshaw, Frel. C.			
Henshaw, F. W.			
Henshaw, Geo. H.			
Herald, Company.			
Hersey, Randolph.	Pillow & Hersey	Mfrs. of Iron Nails, etc.	105 Mill street.
Hetherington, J. S.			
Hewitt, E. A.		Insurance Broker.	107 St. James street.
Hiam, Thos.			
Hickey, J. N.			
Hickson, Sir Jos			
Higginson, Alex. T.			
Hill, J. W.	R. C. Jamieson & Co.	Varnishes, Paints, Oils, etc.	13 St. John street.
Hird, Samuel.		Warehouseman	40 William street.
Hirlop, D. S.	Hirlop, Meldrum & Co.	Produce Commission Merchants.	239 Commissioners street.
Hodge, Geo.	Duckett, Hoëge & Co.	Provision Merchants	104 Grey Nun street.
Hodges, J. H.	J. H. Hodges & Co.	Dry Goods Commission	104 Temple Building.
Hodgson, Arthur.	Hodgson Bros	Produce Merchants	12 St. Peter street.
Hodgson, Henry.	Hodgson Bros.	Produce Merchants	12 St. Peter street.
Hodgson, Jonathan	Hodgson, Summer & Co.	Dry Goods, Smallwares, etc	347 St. Paul street.
Hodgson, Thos. E.	Hodgson, Summer & Co.	Dry Goods, Smallwares, etc	347 St. Paul street.
Hogan, Henry.	St. Lawrence Hall.	Proprietor	447 St. James street.
Holden, Albert.			
Holden, J. C.	Ames, Holden & Co.	Mfrs. Boots and Shoes.	Victoria square.
Holland, Chas.			
Holland, Philip H.	Winn & Holland	General Merchants.	49 St. Francois Xavier street.
Hood, Hugh W.			
Hopper, Angus W.	Wm. Dow & Co.	Brewers	38 Chaboillez square.



LIST OF MEMBERS. — *Continued.*

NAME.	FIRM.	BUSINESS.	ADDRESS.
Hooper, Geo. R.	Wm. Dow & Co.	Brewers, etc.	36 Chabouillez square.
Hope, Chas. J.	R. T. Hopper & Co.	Asbestos, Phosphates, &c.	314 Board of Trade Building.
Hopper, R. T.	Can. Pac. Telegraph Co.	Manager	4 Hospital street.
Hosmer, C. R.			
Houston, Gavin.			
Howell, A. W. D.	Brophy Cairns & Co.	Wholesale Dry Goods.	196 McGill street.
Hubbard, A. I.	London Guarantee Accident Co.	Manager	180 St. James street.
Hudson, Edwin	Hudson & Orsali.	Wholesale Grocers, Liquors, &c.	278 St. Paul street.
Hughes, H. H. F.	Caverhill, Hughes & Co.	Wholesale Grocers.	Corner St. Peter and Commissioners street.
Hughes, J. W.	Hughes & Stephenson.	Plumbers, etc.	47 Craig street.
Hunsicker, J. E.		Commission Merchant.	22 Foundling street.
Huot, Lucien		Lumber.	
Hurteau, N. A.	A Hurteau & Frere.		
Hurtbise, A. L.			
Hutchison, J. B.		Accountant	204 St. James street.
Hutchison, Wm.	The McKay M'fg Co.	Millers	Ottawa, Ont.
Hutchison, R. B.			
Hutchins, Wm.			
Hyde, Geo.			
Inglis, James.		Merchant	
Inglis, J. M.		Importer and Wholesale Jeweller.	8 Customs House square.
Irish, D. T.			214 St. James street.
Ives, H. R.	H. R. Ives & Co.	Hardware Mfrs. and Founders.	1090 Dorchester street.
Jackson, Hy. A.			Queen street.
Jackson, W. L. S.	W. L. S. Jackson & Co.	Brokers and Steamship Agents	1761 Notre Dame street.
Jamieson, R. C.	R. C. Jamieson & Co.	Varnishes, Paints, Oils, etc	13 St. John street.
Jaques, C. A.	G. E. Jaques & Co.	Forwarders	110 Common street.
Jaques, Geo. E.	G. E. Jaques & Co.	Manufacturing Chemists.	200 Mountain street.
Johnson, Chas. M.	Wells & Richardson Co.	Insurance Agent and Broker	42 St. John street.
Johnson, Chas. R. G.		Paint and Color Mfrs.	
Johnson, Wm.	Wm. Johnson & Sons.	Dry Goods	26 St. Helen street.
Johnston Hy. J.	Jas. Johnston & Co.	Flavoring Extracts and Grocers.	489 St. Paul street.
Johnston, James.	J. H. Jones & Co.		
Jones, Henri		Real Estate Agents	16 St. Sacrament street.
Jones, C. G.		Real Estate and Insurance.	16 St. Sacrament street.
Jones, J. H.	Hy. Joseph & Co.		888 Dorchester street.
Joseph, Hy.		Confectioner	Phillips square.
Joseph, Hy. J.		Flour and Grain.	512 Board of Trade Building.
Joseph, Horace.	Hy. Joseph & Co.		
Joseph, J. H.			
Joseph, Jesse, jr.			
Joyce, Alfred.			
Judge, Edgar.			

Junkin, G. H.	Junkin & Holt.	Manufacturers Life Ins. Co.	162 St. James street.
Kavanagh, Walter.		Insurance Agent	117 St. James street.
Kennedy, John.		Civil Engineer	Harbour Building.
Kent, A. L.	McLean, Kennedy & Co.	Steamship Agents	8 Place Royale.
Kerr, James.	Kent & Turcotte.	Accountants	7 Place D'Armes square.
Kerry, John.		Hay and Grain	239 Wellington street.
Kerry, W. S.	Kerry, Watson & Co.	Druggists	351 St. Paul street.
King, Col. Chas.			Sherbrooke, Que.
Kinghorn, G. M.			
Kinghorn, R. S.	Kingman, Brown & Co.	Shipping and Commission Merchants	14 Place Royale.
Kingston, Fred.		Importer Wines and Spirits	25 Hospital street.
Kinloch, Wm. G.			
Kirk, J. M.			
Kirkpatrick, Jno. E.	Kirkpatrick & Cookson.	Produce and Commission Merchants	96 Grey Nun street.
Kirkpatrick, J. J.	Kirkpatrick & Cookson.	Produce and Commission Merchants	96 Grey Nun street.
Kissock, Wm.			
Knox, Jas. W.			
Kohl, G. A.	B. & S. H. Thompson	Commission	26 St. Sulpice street.
Labatt, Theo.	St. Lawrence Sugar Refining Co.	Merchant	26 St. Sacrament street.
Labbe, Geo. H.	Geo. H. Labbe & Co.	Furniture Mfgs	453 and 455 St. James street.
Labelle, Gustave.		Deputy Grain Inspector	223 Commissioners street.
Labeille, Hospice.		Grain Inspector	223 Commissioners street.
Lacaille, Chas.			
Lacy, E. D.	Imperial Ins. Co.	Resident Manager	107 St. James street.
Laframboise, C. Arthur.	With Thourret & Fitzgibbon.	Wholesale Dry Goods	140 McGill street.
Lafranière, E.	Sincennes McNaughton Line	Forwarders and Tugline	P. O. Box 1544.
Lafranière, J. O.	J. O. Lafranière & Co.	Flour and Grain Dealers	103 Commissioners street.
Laing, Jas. N.	Laing Packing & Prov. Co.	Pork and Beef Packers	839 St. Catherine street.
Laing, Jno. D.	Laing Packing & Prov. Co.	Pork and Beef Packers	839 St. Catherine street.
Laing, Peter.	Laing Packing & Prov. Co.	Pork and Beef Packers	839 St. Catherine street.
Lamarabe A.			
Lamb, Thos.		Grocers	17 Chaboillez square.
Lamontagne, H.			
Lang, H. H.	The Lang Manufacturing Co.	Biscuits and Confectionery	18 St. Monique street.
Langlois Chas.	Chas Langlois & Co.	Produce Merchant	241 St. Paul street.
Langwell, Geo. H.	Geo. H. Langwell & Son.	Metal and Glass Mfrs	30 Dorchester street.
Laupierre, Z.	Z. Laupierre & Filis.	Foot and Shoe Manufacturers	294 St. Paul street.
Laporte, Hormidas.	Laporte, Martin & Co.	Wholesale Grocers	2516 Notre Dame street.
Larance, Nap.	N. Larance & Co.	Grain and Produce	209 Commissioners street.
Larivière, Fred. C.			
Latimer, R. J.			
Leurie, John.			
Lavers, A. H.	Etna Life Insurance Co.	Cashier	126 St. James street.
Lavigne, E. F.		Agent	162 St. James street.
Lavolette, D.	John L. Cassidy & Co.	Crockery Importers	339 St. Paul street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Law, David	Law, Young & Co.	General Mer chants	88 St. John street.
Law, Jas.	Law, Young & Co.	General Merchants	88 St. John street.
Law, Robt			
Lawrence, W. V.	Davis & Lawrence Co., Ltd.	Manufacturers	356 St. Antoine street.
Leaumont, Jos. B.	Caverhill, Learmont & Co.	Wholesale Hardware	80 St. Peter street.
Lebel, J. E.		Provision Merchant	2-0 St. Paul street.
Leblance, E. L.			
Lectaire, Alphonse	F. & J. Leclair & Co	Wholesale Dry Goods	290 St. Paul street.
Lee, John			
Lefebvre, Michel			
Lefebvre, M. Thoe	Michel Lefebvre & Co.	Manufacturers	1165 St. Denis street.
Lefebvre, M. Theodule	Michel Lefebvre & Co.	Manufacturers	50 Papineau avenue.
Legat, Jas			80 Papineau avenue.
Lemay, E. H.			
Lemesurrier, W. M.	Cunningham & Lemesurrier.	Wholesale Lumber Merchant	107 St. James street.
Leslie, A. C.	A. C. Leslie & Co	Cordage and Commission Merchants	18 Common street.
Letang, C. L.		Manufacturers Agents	445 St. Paul street.
Letourneau, C. H.	Letourneau Fils & Co.		
Levin, B.	B. Levin & Co.	Wholesale Hardware	293 St. Paul street.
Lewis, G.	G. Lewis & Co.	Wholesale Hats and Furs	491 St. Paul street.
Lewis, F.	Lewis Bros. & Co.	Importers	Notre Dame street.
Lewis, Fred. O.		Wholesale Hardware	50 St. Salpice street.
Lewis, Lansing	Caledonia Fire Insurance Co		
Lifton, C. H.	C. A. Lifiton & Co	Manager for Canada	St. Gabriel Locks.
Lifton, W. T.		Coffee and Spice	
Lightbound, Geo.			
Lilly, E. A.	London Assurance Co	Manager	1762 Notre Dame street.
Lindsay, Robert			
Linton, Jas. A.			
Linton, R.	Robert Linton & Co		
Little, Leonard G.			
Little, Wm		Wholesale Dry Goods	Corner St. Helen and Lemoine streets.
Livingstone, J. M., M.P.	J. & J. Livingston	Timber Lands	No. 13 Temple Building.
Lockery, A. L.	Lockery Bros	Timber Lands	No. 13 Temple Building.
Lockery, D. L.	Lockery Bros	Lined Oil and Flax Manufacturers	Baden, Ont.
Lockery, W. W.	Lockery Bros	Wholesale Grocers	79 St. Peter street.
Lomer, Gerald	Lockery Bros	Wholesale Grocers	79 St. Peter street.
Lovelace, E. M.	Henderson & Lovelace	Coal Merchants	30 St. Lambert hill.
Lovell, R. K.	John Lovell & Son	Publishers	23 St. Nicholas street.
Lottin, Jos.	Jos. Luttrell & Co	Manufacturers Confectionery, etc.	St. Cunegonde.
Loyal, P. Ger.			
Lyman, Chas			
Lyman, Fred G.			
Lyman, Hy.	Lyman, Sons & Co	Drug Merchants, etc.	58 1/2 St. Paul street.
Lyman, Henry H.	Lyman, Sons & Co	Drug Merchants, etc.	384 St. Paul street.

Magor, Frank.....	Manufacturers' Agents and Importers	16 St. John street.
Magor, John.....	Exporters and Importers of Produce.	6 Port street.
Magor, Victor.....	Hay, Grain and Lumber.	Three Rivers.
Major, E. J.....	Chemist and Druggist.	301 St. Antoine street.
Malone, J. C.....	Architect and Valuator	207 St. John street.
Mainwaring R. A.....	Marble and Granite Works	Danville, P.Q.
Mann, Albert.....	Life Assurance	15 Beaver Hall hill.
Mann, Eric.....	Receivers and Exporters	186 St. James street.
Manson, Alex.....	Wholesale Grocers.	Board of Trade Building.
Marsan, B.....	Wholesale Dry Goods Importers	2548 Notre Dame street.
Martini, C.....	Wholesale Grocers	276 St. Paul street.
Marling, J. W.....	Wholesale Grocers	396 St. Paul street.
Marsan, Wilfred.....	Wholesale Grocers	202 McGill street.
Martin, Hy. K.....	Wholesale Grocers	202 McGill street.
Martin, Horace H.....	Wholesale Grocers	202 McGill street.
Martin, John.....	The Mercantile Agency	167 St. James street.
Martin, J. B. A.....	Brass Founders and Manufacturers.	21 St. David l'ne.
Martin, P. P.....	Flour Milling	Board of Trade Building.
Mason, Hy.....	Produce and Commission Merchants	239 Commissioners street.
Masse, F.....	Manager	St. James street.
Masson, D.....	Local Manager	30 St. James Street.
Mathewson, J. A.....	Stock Brokers	16 St. Sacramento street.
Mathewson, S. J.....	Iron, Steel, etc.	30 St. John street.
Mathewson, Wm. B.....	Drug Merchants	380 St. Paul street.
Mathieu, Aimé.....	Stock Brokers.	12 Hospital street.
Mathieu, Euclide.....	Linen Merchants and Agents.	162 St. James street.
Mathews, J. E.....	Produce Merchant.	22 St. John street.
Mathews, A. O.....		
May, Frank.....		
May, Gustave C.....		
Meakin, Chas. W.....		
Meighan, Robt.....		
Meldrum, Jos.....		
Meldrum, Wm.....		
Meredith, H. V.....		
Meredith, F. S.....		
Meredith, R. B.....		
Meredith, W. H.....		
Miles, Henry.....		
Millar, Geo. M.....		
Miller, Wm. F.....		
Miller, Wm. R.....		
Millot, Jno. J.....		
Millis, J. W.....		
Minto, Wm.....		
Mitchell, Alex.....		
Mitchell, Jas. M.....		
Mitchell, John.....		



LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Mitchell, Robert.	Robt. Mitchell & Co.	Brass Finishers and Plumbers.	8 Bleury street.
Moir, Jno. A.			
Molson, H. Marland.			
Molson, J. H. R.			
Molson, J. T.			
Molson, J. W.			
Monk, C. D.	J. S. Bache & Co.	Stock Brokers.	16 St. Sacramento street.
Monk, Jas. G.			
Montreal Elevator Co.			
Moore, T. F.	T. F. Moore & Co.	Coal and Wood.	1099 Mignonne street.
Morgan, Jas.	Henry Morgan & Co.	Dry Goods, &c.	Phillips Square.
Morgan, C. D.	Henry Morgan & Co.	Dry Goods, &c.	Phillips Square.
Morin, Chas. A.	The Gaspe Fishing Co.	Manager.	Imperial Building.
Morin, L. E.	Morin & Co.	Commission Merchants.	Imperial Building.
Morin, L. E. jr.			
Morrice, D.			
Morrice, D. jr.			
Morrice, W. J.			
Morris, Alex. W.	Consumers' Cordage Co.	Cordage.	New York Life Insurance Building.
Morris, C. B.	Consumers' Cordage Co.	Cordage Manufacturers.	P. O. Box 1938.
Morrissey, T. L.			
Mortson, Chas.	Citizens' Light and Power Co.	Manager.	Temple Building.
Morton, Henry.	Morton, Phillips & Co.	Stationers.	1755 Notre Dame street.
Mosley, W. F.			
Moncel, G. W.			
Mudge, E. W.	E. W. Mudge & Co.	Dry Goods.	646 Craig street.
Mudge, H. J.	Queen Insurance Co.	Resident Manager.	1759 Notre Dame street.
Muir, J. M. C.	D. A. McPherson & Co.	Produce and Commission Merchant.	26 William street.
Muir, Wm. E.	Wm. Muir & Son	Coal Merchants.	300 Wellington street.
Mulien, James W.			
Munderloh, Hy.	Munderloh & Co.	Shipping and Commission Merchants.	61 St. Sulpice street.
Munn, Stewart.			
Munn, Wm. A.			
Munro, Robt.			
Murphy, Hon. Edward.	Frothingham & Workman.	Wholesale Hardware.	406 St. Paul street.
Murray, H. E.			
Murray, Jno. C.			
Murray, W. G.	Murray Ship Lining Co.	Ship Liners.	8 Place Royale.
Mussel, Wm.			
Mussen, H. S.			
Macarthey, Hy.			
Macanlay, Robertson.			
Macanlay, Thos. B.			
Macdonald, Alex. E.	Sun Life Assurance Co.	Dry Good Carpets, Oilcloth, &c.	1655 Notre Dame street.
Macfarlane, Allan.	Macfarlane & Patterson.	Secretary.	Sun Life Building.
		Men's Furnishings.	14 St. Helen street.

Macfarlane, C. H.	Canada Paper Co.	Paper Makers.	578 Craig street.
Macfarlane, David			
Macfarlane, John			
Macintosh, Robert			
Macintosh, C. F.			
Macintosh, John			
MacKay, Lauchlan			
MacKay, R.			
Mackenzie, J. W.	J. W. Mackenzie & Co.	Wholesale Clothing Manufacturers.	51 and 38 Victoria Square.
Mackenzie, Hector	J. G. McKenzie & Co.	Wholesale Dry Goods.	381 to 383 St. Paul street.
Maclean, John			
Maclean, J.	Maclean, Weldron & Co.	Wholesale Hats and Furs.	57 1/2 St. Paul street
Macneider, A.	Bank of Montreal.	Chief Inspector	St. James street
Macpherson, Alex.	A. Macpherson & Son	Hardware Merchants.	378 St. Paul street.
Macpherson, A. B.			
Macpherson, D. M.			
Macpherson, W. M.			
McArthur, Alex.	Alex. McArthur & Co	Paper Mills.	650 Craig Street.
McArthur, Colin	Colin, McArthur & Co.	Wall-paper Manufacturers.	1030 Notre Dame street.
McArthur, D. J.	Colin, McArthur & Co.	Wall-paper Manufacturers.	1030 Notre Dame street.
McArthur, Jas. C.	McArthur, Corneille & Co.	Paints, Oils, &c	310 St. Paul street.
McBean, A. G.			
McBean, Duncan G.			
McBean, Geo			
McBride, Jas.			
McCall, Jas. T.	Drummond, McCall & Co.	Metal Merchants.	New York Life Building.
McCallum, J. W.			
McCaskill, D. A.			
McCormell, W. G.			
McCorry, P.			
McDonald, Jno			
McDonald, W. C.			
McDonnell, D. A.			
McDougall, Alex.			
McDougall, James.	Jas McDougall & Co.	Accountant	107 St. James street.
McDougall, J. S.			
McDougall, R. W.			
McDougall, Thos.	Hault Bros. & Co.	Tobacco Merchants.	1736 Notre Dame street.
McElderry, Frank			
McFee, Alex.			
McGarry, Owen	Alex. McFee & Co.	Whooliens and Tailors' Trimmings.	10 St. Helen street.
McGill, J. J.	Owen McGarry & Son	Wholesale Dry Goods.	Cor. St. Helen and Recollet stree's.
McGrail, M. J.	Canadian Rubber Co.	Wholesale Dry Goods.	43 St. Sacramento street.
McGrail, M. T.			1849 Notre Dame street.
McGregor, Jas.	Evans & McGregor	Manager	333 St. Paul street.
McHenry, Geo. H.			
McIndoe, F. C. A.	McIndoe & Aird	Commercial Union Assurance Co.	1731 Notre Dame street.
McIntosh, H. E.	Dowler, McIntosh & Co.	Leather.	Cor. St. Peter and Lemoinc streets
McIntyre, Duncan	McIntyre, Son & Co.	Wholesale Leather	70 St. Peter street.
McIntyre, Wm. Cassils.	McIntyre, Son & Co.	Dry Goods.	13 Victoria square.
		Dry Goods.	13 Victoria square.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
McKay, Geo. D.	In Murphy & Co.	Dry Goods.	1781 Notre Dame street,
McKay, T. M.	McKay Milling Co.	Millers	Ottawa.
McKay, W. Alex.			
McKea, A. H.			
McKeown, Jas. H.			
McKerrow, John.		Baker and Confectionery.	370 St. Antoine street.
McKinnon, Geo.		Exporters Butter and Cheese.	56 McGill street.
McLagan, F. W.			
McLaren, D. K.			
McLaren, D. W.	The J. C. McLaren Belting Co.	Leather Belting and Mill Supplies	
McLaren, W. D.		Manufacturer of Baking Powder.	294 St. James street.
McLear, John B.	J. & R. McLear.	General Merchants, and Steamship	385 St. Paul street.
Melen, R. Paton	J. & R. McLear.	Agents.	8 Common street.
McLean, Chas.	McLean, Kennedy & Co.	Steamship Agents.	8 Place Royale
McLean, Jos.	McLean & Campbell.	Produce Merchants.	20 Foundling street
McLennan, Ewan.		Broker	Room 17, Board of Tra rebuilding.
McLennan, Hugh.		Master Stevedores.	P. O. Box 1218.
McMaster, Jno. A.	Mills & McMaster.		
McMaster, Wm.			
McMillan, W. J.	N. K. Fairbank & Co.	Manufacturers Lard	185 Wellington street.
McMurtry, S. A.		Of W. W. Ogilvie.	Corner Park and Foundling streets.
McNally, Geo.	With W. McNally & Co.	Builders' Supplies.	40-50 McGill street.
McNally, W.	W. McNally & Co.	Builders' Supplies.	40-50 McGill street.
McNamee, F. B.			
McNider, A.			
McPherson, D. A.	D. A. McPherson & Co.	Produce and Commission Merchants	28 William street.
McShane, Hon. Jas.		Grocers and Ship Supplies	115 McGill street.
McShane, R.		Broker	30 Hospital street.
Nash, Fred.			
Nelles, J. Widmer.			
Nelles, R. Campbell.	J. Widmer Nelles & Bros.	Mfg. Agents and General Merchants.	203 St. James street.
Nelson, Albert, D.	H. A. Nelson & Son.	Woodenware and Fancy Goods.	63 St. Peter street.
Nelson, Fred. E.	H. A. Nelson & Son.	Woodenware and Fancy Goods.	63 St. Peter street.
Nelson, Wm. J.	Intercolonial Coal Mining Co.	Secretary-Treasurer.	119 Commissioners street,
Ness, T. W.			
Newman, Frank W.	Frank W. Newman & Co.	Commission Merchants.	85 Temple Building.
Newman, Thos. Henry.	Caverhill, Learmont & Co.	Hardware	89 St. Peter street.
Nicoll, Arch.		Insurance Broker.	18 and 19 Board of Trade Building.
Nicoll, T.			
Nicolson, Jno. F.			
Nield, E.			
Nivin, Wm.			
Noad, J. S.		Exporter Butter and Cheese	36 St. Peter street.
Nolan, W. H.	Canada Machinery Agency.	3rd Estate Agent.	30 St. John street.
		Machinery, etc.	346 St. James street.

Norris Jas. S.	Wm. Notman & Sons.	Flour and Grain	59 St. Sacramento street
Notman, W. McF.		Photographer	17 Bleury street.
O'Brien, James.	Canadian Bank of Commerce.	Assistant Inspector.	Toronto.
O'Connor, E. G.		Miller	12 Lemoine street.
O'Flaherty, John.	Canadian Pacific Railway.	General Traffic Manager	Corner of Port and Foundling streets.
O'Grady, G. de C.		Builder	Windsor Station.
Ogilvie, Alex. T.	Hudon & Orsali.	Wholesale Grocers, Liquors, etc.	600 St. Urbain street.
Ogilvie, W. W.	Oswald Bros.	Stock Brokers	278 St. Paul street.
Olds, Geo.			15 Hospital street.
Olivier, L. S.	B. Levin & Co.	Wholesale Furrer	491 St. St. Paul street.
O'Leary, John.	J. Palmer & Son.	Importers	Iberville, Que.
Orsali, Alex.	Canada Sugar Refining Co.	Iron Founder	1747 Notre Dame street.
Osgoode, C. N. D.			39 St. Francois Xavier street.
Oswald, W. E.	J. W. Paterson & Co.		23 Dalhousie street.
Packard, L. H.	Wilson Paterson & Co.	General Merchants	215 Board of Trade Building.
Page, G. Sewell.	Shedden Co.	Railway Contractors.	188 St. James street.
Paine, Walter.		Manufacturers' Agent.	30 St. Francois Xavier street.
Palmer, J. Wesley.	Macfarlane & Patterson.	Men's Furnishing	14 St. Helen street.
Parent, Desiré.	John Duncan & Co.	Teas	450 St. Paul street.
Parent, G. W.	Beilding, Paul & Co.	Silk Manufacturers.	
Parker, E. W.			
Parker, Moses.	Bank of British North America.	Commission Merchant	467 St. Paul street.
Patterson, A. T.		Manager	
Patterson, John A.	Morton, Phillips & Co.	Cyesters, Game, Fish, etc.	76 Victoria square.
Patterson, J. W.		Stationers	1755 Notre Dame street.
Patterson, R. M.	Pillow & Hersey.	General Agent.	Gault Bros. & Co.
Patterson, W. S.		Mfrs. of Iron Rails, etc.	3200 St. Catherine street.
Patton, Hugh.			105 Mill street.
Patton, Thos. I.			
Patterson, A. T.			
Patterson, John			
Paul, Frank.			
Paul, Walter.			
Peck, Jas. H.			
Peck, T.			
Peddle, R.			
Pelton, G. S.			
Penfold, J.			
Penry, E. G.			
Peverley, C.			
Petels, Geo. F.			
Phillips, C. S. J.			
Piche, Gustave.			
Picken, Henry B.			
Pillar, Lindsay.			
Pillow, J. A.			
Pinder, John.			



LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Plow, Geo. S.	Emile Poliwka.....	Wholesale Importers.....	38 Front St., East, Toronto, Ont.
Poliwka, Emile.....	Nat'l Despatch F. st Freight Line.	Gen'l Manager.....	Boston.
Popham, E.....	National Despatch Line.....	General Manager.....	Temple Building
Porteous, C. E. L.....	G. N. W. Tel. Co.....	Real Estate Manager.....	Cor. St. Sacramento & St. Francois Xavier Sts
Porteous, John.....	Banque d'Hochelega.....	Manager.....	107 St. James street.
Powell, W. B.....	Jas. W. Pyke & Co.....	Iron and Metal Merchant.....	35 St. Francois Xavier street.
Pratt, L. E. N.....	N. Quintal & Fils.....	Grain, Hay and Feed.....	223 Commissioners Street.
Prevedigast, M. J. A.....	Alphonse Racine & Co.....	Wholesale Grocers.....	274 St. Paul street.
Price, W. E.....	A Ramsay & Son.....	Wholesale Dry Goods.....	340 St. Paul street.
Putnam, H. L.....	J. W. Ness & Co.....	Paint Mfrs and Importers.....	Recollet street.
Pyke, James W.....	H. W. Raphael.....	Telephone and Electric Supplies.....	749 Craig street.
Quintal, Joseph.....	Merchants Bank of Canada.....	Grain and Flour Merchants.....	43 St. Sacramento street.
Quintal, Jos. Ed.....	Robert Reford & Co.....	Dry Goods Agencies.....	150 St. James street.
Racine, Alphonse.....	Robert Reford & Co.....	Merchants Bank of Canada.....	Merchants Bank of Canada.
Ramsay, Alex.....	Robert Reford & Co.....	Steamship Agents.....	25 St. Sacramento street.
Ramsay, W. M.....	Robert Reford & Co.....	Steamship Agents.....	25 St. Sacramento street,
Rankin, Jas. L.....	Port Warden.....	Port Warden.....	City.
Ransom, H.....	General Commission Merchant.....	General Commission Merchant.....	305 Board of Trade Building.
Raphael, H. W.....			
Raphael, John F.....			
Rawlings, Ed.....			
Rayside, James.....			
Reaves, George.....			
Redfern, J. H.....			
Redpath, F. R.....			
Reid, Chas. N.....			
Reed, John J.....			
Reed, Wm.....			
Reed, Stewart.....			
Reford, R.....			
Reford, R. W.....			
Regan, H. H.....			
Reid, Arch.....			
Reid, R. G.....			
Reid, Thomas.....			
Reid, William.....			
Reinhardt, Chas. S.....			
Rendell, Jas. E.....			
Reynolds, E. S.....			
Reynolds, F. H.....			

Rich & Gar, Nav. Co.	Riddell & Common	Accountant	22 St. John street.
Ridwell, A. F.	James J. Riley & Son	Insurance Brokers	205 Board of Trade Building.
Riello, Jos.	James J. Riley & Son	Insurance Brokers	205 Board of Trade Building.
Riley, John E.	Dominion Blanket & Fibre Co. Ltd.	Manufacturers	7 St. Helen street
Riley, J. J.	Guardian Fire & Life Assurance Co.	Sub-Manager	181 St. James street.
Robert, E. A.	Harbour Commissioners	Secretary-Treasurer	27 Common street.
Roberts, Geo. A.	Samuel Rodgers & Co.	Oils	92 McGill street.
Robertson, Alex.	G. Ross Robertson & Son	Coal Merchant	11 Hospital streets.
Robertson, David.	Austin & Robertson	Wholesale Stationer	65 McGill street.
Robertson, Duncan	Andrew Robertson & Co.	Insurance Brokers	343 St. Paul street.
Robertson, G. Ross	Intercolonial Railway	Insurance Broker	204 St. James street.
Robertson, Farquhar	A. Robitaille & Co.	Produce	157 St. James street.
Robertson, John A.	Gant Bros & Co.	Freight and Passenger Agent	223 Commissioners street.
Robertson, W. F.	J. B. Rolland & Fils.	Wholesale Dry Goods	461 St. James street.
Robillard, Ad Iphe	J. B. Rolland & Fils.	Wholesale Stationers	212 St. Paul street.
Robillard, Jos.	J. B. Rolland & Fils.	Wholesale Stationers	21 St. Helen street.
Robinson, G. W.	Harling, Ronald & Co.	Wholesale Stationers	14 St. Vincent street.
Robitaille, J. A.	Romayne Bros	Wholesale Stationers	14 St. Vincent street.
Rodger, James.	Rose & Lafontaine	Steamship Agents	213 Commissioners street.
Rolland, J. D.	Montreal Telegraph Co	Boots & Shoes	207 Notre Dame street.
Rolland, Oct.	Ross, Hall & Co.	Lumber	P. O. Box 1818.
Rolland, P. D.	Geo. D. Ross & Co.	Manfg. Agents	
Ronald, J. R.		Secretary and Treasurer	35 St. Francois Xavier street.
Romne, E. P.		Commission Merchants	648 Craig street.
Ronne, Geo. W.		Accountant	18 St. Alexis street.
Root, C. J.		Accountant	511 Board of Trade Building.
Rose, J. B.		Shipping and Coal	156 Commissioners street.
Rose, J. C.		Warehouse	194 St. James street.
Ross, D. W.		Hardware Agent	225 Wellington street.
Ross, Geo. D.		Mfrs. of Leather Belting	185 St. James street
Ross, Jas. G.		Commission Agents	2520 Notre Dame street.
Ross, Philip S.		Commission Agents	8 St. Helen street.
Ross, W. G.		General Merchant	St. Sulpice street.
Rothwell, Ed. E.		Brokers	22 St. John street.
Routh, F. A.			
Routh, J. H.			
Routh, Rodolph O.			
Routh, R. J.			
Russell, Hugh.			
Sabiston, A.			
Sadler, Geo. W.			
Sadler, Fred M.			
Samuel, Emmanuel			
Samuel, Thos.			
Saunderson, C. E.			
Sauvageau, T.			

## LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Savage, Ed. J.			
Savage, J. G.	A. Savage & Son.	Oil Pressers, etc.	168 McCord street.
Scanlan, J. T.		Belgian and English Agencies.	Board of Trade Buildings.
Scheyer, Hermann S.		Importers and Manufacturers.	38 St. Sulpice street.
Sclater, C. P.			
Sclater, Wm.			
Scholtes, Francis.	Canada Rubber Co.	Managing Director.	333 St. Paul street.
Schultze, Ed.	Ed. Schultze, Son & Co.	Importers and Manufacturers' Agents	166 and 168 McGill street.
Schultz, John E.	Ed. Schultze, Son & Co.	Importers and Manufacturers' Agents	166 and 168 McGill street.
Schwob, M.			
Scott, Henry C.			
Scott, Jas.	Jas. Scott & Co.	Stock Broker.	113 St. Francois Xavier street.
Scott, Jno. H.	A. A. Afer & Co.	Grain and Hay.	132 St. Antoine street.
Scott, J. P.	Wm. Dow & Co.	Exporters Butter and Cheese.	66 McGill street.
Scott, Wm.	McKay Milling Co.	Millers.	2036 Notre Dame street.
Seath, David.			
Seath, W.	R. Seath & Son	Accountant.	127 Inawa.
Seample, J. H.		Merchant Tailor.	1517 Notre Dame street.
Shallow, F. D.	"Le Moniteur du Commerce"	Proprietor.	13 St. Gabriel street.
Shanly, Walter (C.E.)		Civil Engineer.	P. O. Drawer 2125.
Shenpe, Ed. S.	Jas. Linton & Co.	Boots and Shoes.	Victoria square.
Shaughnessy, Thos. G.			
Shaw, Jas.	Wm. Shaw & Co.	Grain and Produce.	1 Place Royale.
Shaw, J. Hamden.	Merchants Bank of Canada.	Woolen Merchants.	161 McGill street.
Shaw, Robert.			St. James street.
Shaw, Thomas.			
Shaw, Wm.			
Shearer, James.			
Shearer, Jas. T.			
Shearer, John S.	John S. Shearer & Co.	Commission Merchant.	467 St. Paul street.
Shorey, C. L.	H. Shorey & Co.	Clothing Manufacturers.	18 1/2 Notre Dame street.
Shorey, Hollis.			
Shorey, S. O.	H. Shorey & Co.	Clothing Manufacturers.	18 1/2 Notre Dame street.
Short, R. Alln.			
Sidney, J. G.			
Silverman, Simon.	Silverman, Boulter & Co.	Ship Broker.	209 Commissioners street.
Simms, Francis H.		Wholesale Furriers.	465 St. Paul street.
Simms, Robert.			
Simpson, Geo. W.			
Simpson, J. Cradock.			
Sims, A. Hair.	A. H. Sims & Co.	Stock Broker.	11 St. Sacrament street.
Sims, Lindsay D.		Shirts, Collars and Cuffs.	54 Latour street.
Sincennes.			
McNaughton Line.	Sincennes-McNaughton Line	Towing.	P. O. Box 1544.
Sinton, Jas. C.			

Sise, C. F.				
Slater, Geo. A.	Jas. Johnston & Co.	Wholesale Grocers	25 St. Helen street.	
Slessor, James	Jas. Johnston & Co.	Wholesale Grocers	26 St. Helen street.	
Small, E. A.				
Smardon, Richard				
Smith, A. E.	Jas. McCready & Co.	Boat and Shoe Manufacturers	617 New York Building.	
Smith, Chas. F.	Hudson's Bay Co.	Insurance	4 St. Peter street.	
Smith, Sir Donald A.	Liverpool & London & Globe Ins Co.	Insurance	89 St. Peter street.	
Smith, G. F. C.			16 Place d'Armes square.	
Smith, J. Henry	J. L. Smith & Co	Flour Merchants	225 Commissioners street.	
Smith, J. Lionel	do	Banking	do	
Smith, J. Murray	Bank of Toronto.	Banking	Bank of Toronto.	
Smith, M. B.		Investment Broker	1724 Notre Dame street.	
Smith, R. Wilson		General Manager	56 Simpson street.	
Smith, Wm. B.	Dominion Transportation Co., Ltd.	General Manager	11 Place Royale.	
Smith, Wm. Oliver.		Manufacturers' Agents	645 Sberbrooke street.	
Smyth, Chas. E.	H. L. Smyth & Co	Manufacturers' Agents	43 St. Sacrament street.	
Smyth, R. N.	H. L. Smyth & Co	Manufacturers' Agents	43 St. Sacrament street.	
Snetsinger, J. G.		Ostrich Feather Dyer	1913 Notre Dame street.	
Snow, Wm.		Ship Chandler	189 Commissioner street.	
Sonne, Thomas	Canadian Brewing Co	Brewers and Malsters	2 8 Delormier avenue.	
Stranzman, Chas.	British Empire Mutual Life Ins. Co.	General Manager	1722 Notre Dame street.	
Stancilffe, F.		Secretary	11 Place Royale.	
"Star," Representative	Dominion Transportation Co.	Life Assurance	157 St. James street.	
Starks, Geo. R.		Manager	94 St. Francois Xavier street.	
Stearns, I. H.	Equitable Life Assurance Co	Advocate	1778 Notre Dame street.	
Stearns, Seargent P.	Western Loan and Trust Co.	Leather, Hides and Oil	20 Lemoine street.	
Stephens, Francis		Dry Goods Commission	87 St. Peter street.	
Stephens, W. B.		Forwarder	Kingston.	
Stephens, G. W.	Montreal Carriage Leather Co	Auctioneer and Real Estate Agent	185 St. James street.	
Stephens, Jno.	Stevenson, Blackader & Co.	Forwarders	414 Board of Trade Building.	
Stevenson, Arch W.	Stevenson, Blackader & Co.	Wholesale Dry Goods	373 St. Paul street.	
Stevenson, F. Alex.	Kingston & Mont. Forwarding Co.	Ship Broker	209 Commissioners street.	
Stevenson, R.	James Stewart	Canadian Passenger Agent	136 St. James street.	
Stockenson, W. A.	Kingston & Mont. Forwarding Co.	Tea and Coffee Importers	83 St. Sacrament street.	
Stewart, Alex.	John Stirling & Co			
Stewart, David	Central Vermont R. R.			
Stewart, Jas.	W. D. Stroud & Son			
Stewart, J. F.				
Stewart, Jas. H.				
Stewart, Wm				
Stirling, John				
Stoddard, Alex				
Stonegrave, A. C.				
Strachan, James				
Stroud, F. St. G.				



## LIST OF MEMBERS. — Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Stroud, H. W.			
St. Arnaud, L. N.	L. Chaput, Fils & Cie	Wholesale Grocers.	2 De Bresoles street.
St. Denis, Edouard	L. Chaput, Fils & Cie	Wholesale Grocers.	2 De Bresoles street.
St. George, Percival W.		City Surveyor.	City Hall.
St. Marie, L., M. P.			
St. Onge, S.			
Summer, Geo.	Hodgson, Sumner & Co.	Dry Goods.	347 St. Paul street.
Sutherland, Geo. A.	A. Small & Co.	Woollens.	13 St. Helen street.
Tasker, James		Accountant.	180 St. James street.
Tatley, Wm.	Royal Insurance Co.	Insurance.	1707 Notre Dame street.
Taylor, F. I.	Taylor & Gordon	Architects	43 St. Sacramento street.
Taylor, Homer			
Taylor, Jas. A.			
Taylor, John.			
Tees, D. I.			
Tees, Wm.	Tees, Wilson & Co.	Tea Merchants.	212 Board of Trade Building.
Telmosse, L. W.			
Tellier, H. J.	L. W. Telmose & Co.	Wholesale Grocers	246 St. Paul street.
Tester, J. W.	Tellier, Rothwell & Co	Importers & Manufacturers	8 DeBresoles street.
Thfin, H. J.			
Thibaudeau, A. A.	Thibaudeau Bros. & Co.	Merchants	318 St. Paul street.
Thibaudeau, Hon. J. R.		Wholesale Dry Goods.	332 St. Paul street.
Thom, James			
Thomas, F. W. (Erstan)			
Thomas, R. K.			
Thompson, Edwin	The Thomson Shoe Co.	Boots and Shoes.	712½ Craig street.
Thomson, Adam G.	A. G. Thomson	Grain and Freight Brokers.	No. 1 Corn Exchange Building.
Thomson, D. G.			
Thomson, Geo. A.	A. G. Thomson.	Grain and Freight Brokers.	No. 1 Corn Exchange Building.
Thomson, Jas.			
Thomson, Malcolm	Edwardsburg Starch Co.	Secretary	23 St. John street.
Thorneloe, R. C.	With R. C. Jamieson & Co	Mrs. of Varnish	13 St. John street.
Thorpe, Jno		Manufacturers' Agent.	
Thouret, Emile	Thouret, Fitzgibbon & Co	Importers of Dry Goods	140 McGill street.
Torrance, John	David Torrance & Co.	S. S. Agents	17 St. Sacramento street.
Torrance, W. F.	David Torrance & Co.	S. S. Agents	17 St. Sacramento street.
Tougas, Eusebe			
Tough, John	Shedden Co.	Forwarders and Cartage Agents.	188 St. James street.
Tourville, Louis.	Tourville Lumber Mills Co	Lumber	Room 25, Imperial Bldg.
Trew, A. E.	Hunt & Co.	Tea.	4 St. John street.
Trimble, Thomas			
Trotter, W. C.			
Trottier, A. A.			

Truteau, A. C.	St. Joesphs	601 Wellington street.
Turner, Richard	Financial Agent	151 St. James street.
Turnbull, John		
Turnbull, Thos. T.		
Turpin, W. J.		
Tyre, Robt. W.		
Vadinset, Louis		
Vaillancourt, J. A.		
Viau, C. T.		
Villeneuve, J. O.	Confectioners	1285-1294 Notre Dame street.
Vipond, George	Wholesale Grocers	1260 St. Lawrence street.
Vitond, T. J.		
Vipond, T. S.		
Wainwright, Wm.	Assistant General Manager	Point St. Charles.
Walt, George		
Walbank, Wm. McLea	Civil Engineer and Architect	214 St. James street.
Walker, Chas. J.	Linens	7 Victoria square.
Walker, John		
Walkers, Charles H.	Bill Discountier	56 St. Francois Xavier.
Ward, Hon. J. K.	Lumber Manufacturer	P. O. Box 1818.
Ward, Joseph	Importers	
Wardlow, Jas. H.	Exporter of Cheese	10 St. Helen street.
Ware, Wm. F.		17 St. Peter street.
Warren, W. H.		
Warrington, J. C.	Cheese Exporter	115-117 King street.
Warrington, J. T.	Cheese Exporter	Belleville, Ont.
Waterman, Isaac	Petroleum Refiners	London, Ont.
Watier, George N.		
Watson, David	Wholesale Druggist	351 St. Paul street.
Watson, J. C.	Wall Paper Mfrs	92 Grey Nun street.
Watson, W. W.	Sugar Refining	89 St. Francois Xavier street.
Watt, Alexander		
Watt, D. A. P.		
Weir, Somerville		
Weir, William		
Weish, A. A.		
Whitaker, Samuel	Publishers	"Gazette."
White, Richard	Insurance Agents	Temple Building.
White, R. S.	Mfrs. Boots and Shoes	43 St. Maurice street.
Whitehead, E. A.		
Whitham, James		
Whitley, A. G.		
Whitley, Fred	Leather Importers	14 Lemoine Street,
Whitney, John E. M.		New York Life Building.
Whyte, W. H.	Cordage	1803 Notre Dame street.
Wight, Norman		
Wight, R. E.		
Wiley, A. T.	China and Glassware	

LIST OF MEMBERS.—Continued.

NAME	FIRM.	BUSINESS.	ADDRESS.
Wilks, Arthur W.			
Williamson, James			
Williamson, Thos.		Warehousing	4 Prince street.
Wilson, A. A.	Wilson & Gillespie	Stock Brokers	13 Hospital street.
Wilson, Jas. J.	JAS. Wilson & Co.	Mills, Railways & Steamship Supplies.	69 Common street.
Wilson, J. C.	J. C. Wilson & Co.	Paper Manufacturers.	700 Craig street.
Wilson, J. H.			
Wilson, Jos. Mareclin.	Mo. genais, Boivin & Co	Wines and Liquors	338 St. Paul street.
Wilson, J. T.	Wilson, Paterson & Co.	General Merchants.	235 Board of Trade Building.
Wilson, Robert	Wilson & Greene		
Wilson, Thomas	The Central Agency	General Agents.	30 St. Francois Xavier street.
Winn, J. H.	Winn & Holland	General Merchants	13 De Bresoles street.
Wintie Ernest D		Real Estate	49 St. Francois Xavier street.
Withers, J. Philip			11 Hospital street.
Witness, Representative			
Wolf Hermann H.	Hermann H. Wolf & Co	Importers and Wholesale Merchants.	226 McGill street.
Wonham, W. R.	W. R. Wonham & Son	Importers and Commission Merchants.	315 Board of Trade Building.
Woods, Samuel			
Young, Andrew			

## MONTREAL CORN EXCHANGE ASSOCIATION.

## OFFICE-BEARERS FOR 1893.

## COMMITTEE OF MANAGEMENT.

PRESIDENT:—D. A. McPHERSON.

ACTING PRESIDENT:—A. G. THOMSON.

TREASURER:—D. ROBERTSON.

JOHN BAIRD,	—	W. A. HASTINGS,
A. J. BRICE,	—	R. PEDDIE,
E. F. CRAIG,	—	JOS. ROBILLARD.

## BOARD OF REVIEW.

CHAIRMAN . . . . . G. M. KINGHORN.

THOS A. CRANE,	—	CHAS. H. GOULD,
JOHN DILLON,	—	J. O. LAFRENIÈRE,
		STEWART MUNN.

## MEMBERS:

Allan, Andrew.	Girard, Auguste.	Munn, Wm. A.	Scott, Jas.
Allen, Jas.	Gould, Chas. H.	Murray, H. E.	Scott, J. P.
Archer, Robt.	Gould, O. M.	Macpherson, W. M.	Scott, Wm.
	Burns, A.	McBean, A. G.	Shaw, Jas.
Baird, C. J.	Grand Burton, John.	McBean, Duncan G.	Sidley, J. G.
Baird, John.	Trunk Harris, A.	McBean, Geo.	Sinton, Jas. C.
Batterbury, F. R.	Ry. Cunningham,	McConnell, W. G.	Smith, J. Lionel.
Bickerdie, R.	J. J.	McFee, Alex.	Smith, Lionel J.
Brice, A. J.	Hampson, Harold	McGrail, M. J.	Smith, M. B.
Brossard, M.	Hampson, R.	McGrail, M. T.	Smith, Wm. B.
Brown, Thos. B.	Hannah, Geo. H.	McKay, T. M.	"Star."
Budden, H. A.	Harvie, R.	McLea, John B.	Stewart, James F.
Byrd, Chas.	Hastings, W. A.	McLean, Chas.	Stewart, Wm.
	Hodgson, Henry.	McLennan, Ewan.	Strachan, James.
	Hunsicker, J. E.	McLennan, Hugh.	St. Onge, S.
C. P. R. City Frt. Agt.	Hurtubise A. L.	McMillan, W. J.	
" Foreign Frt. Office.	Hutchison, Wm.	McPherson, D. A.	
Carruthers, Jas.	Jacques, Geo. E.	Nivin, Wm.	Tatley, Wm.
Cookson, S.	Judge, Edgar.	Norris, Jas. S.	Thom, James.
Cowie, A. McK.		Ogilvie, W. W.	Thomson, Adam G.
Craig, E. F.	Kinghorn, G. M.	Oliver, Walter.	Thomson, D. G.
Crane, T. A.	Kingman, Abner.	Parent, Désiré.	Thomson, Geo. A.
Currie, Jas.	Kirkpatrick, John E.	Paton, Hugh.	Torrance, John.
		Peddie, R.	Torrance, John jr.
	Labelle, Hospice.	Porteous, John.	Tough, John.
	Lafrenière, J. O.	Quintal, Joseph.	Trudeau A. C.
	Laing, Peter.	Raphael, H. W.	Vadinaet, Louis.
	Lebel, J. P.	Reford, R.	Viau, C. T.
	LeMesurier, W. M.	Rendell, Jas. E.	Vipond, T. S.
Dawes, J. P.	Magor, Victor.	Richelieu & O. N. Co.	Wait, George.
Dillon, John.	Marsan, Wilfred.	Robertson, David.	Warrington, John T.
Dobell, H.	Mason, Hy.	Robillard, Jos.	Watt, D. A. P.
	Meighan, Robt.	Robinson, G. W.	Wight, R. E.
	Mitchell, Alex.	Ronald, J. R.	Williamson, James.
	Montreal Elevating Co.	Routh, F. A.	"Witness."
	Munn, Stewart.	Routh, R. T.	Young, Andrew.
Esdaile, C. B.			
Esdaile, R. M.			
Evans, William.			
Fairbairn, John.			
Ferguson, W. B.			
Foley, M. S.			
Gagnon, A. E.			
Gear, Wm.			





## MONTREAL MARINE UNDERWRITERS ASSOCIATION.

### OFFICE-BEARERS FOR 1893.

PRESIDENT . . . . . JOHN POPHAM.  
 VICE-PRESIDENT :—ARCHIBALD NICOLL.      TREASURER :—EDWARD L. BOND.

### EXECUTIVE COMMITTEE.

J. H. ROUTH, CHAIRMAN.      WM. B. EVANS,      C. T. HART,  
 And ex-officio the President and Treasurer.

### MEMBERS :

Edward L. Bond, Wm. Cunningham, Wm. B. Evans, C. E. Gault,	C. T. Hart, W. C. Munderloh, Archd. Nicoll,	John Popham, J. J. Riley, J. H. Routh.
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## MONTREAL BUTTER AND CHEESE ASSOCIATION.

### OFFICE-BEARERS FOR 1893.

### EXECUTIVE COMMITTEE.

PRESIDENT . . . . . JOHN MCKERGOW.  
 (of Messrs. A. A. Ayer & Co.)  
 VICE-PRESIDENT :—J. A. VAILLANCOURT.      TREASURER :—FRANK DUCKETT.  
 A. J. BRICE,      W. M. CAMPBELL,      ARTHUR HODGSON,      J. C. WARRINGTON.

### COMMITTEE OF ARBITRATION.

A. A. AYER,      GEO. HODGE,      WM. NIVIN,      JAS. OLIVER.      W. T. WARE.

### MEMBERS :

Alexander, James. Ayer, A. A. & Co.	Grant, Alex. W. Hannan, M. & Co.	Laing, M. & Son. Langlois, Chas. & Cie.	Oliver, Jas. & Co. Shaw, Thos.
Bedard, N. F. Bell, Simpson & Co. Brice, A. J.	Histop, Meldrum & Co. Hodgson Bros.	Macpherson, D. M. McLagan, P. W. McLean & Campbell. McPherson, D. A. & Co.	Vaillancourt, J. A.
Dalrymple, Jas Duckett, Hodge & Co.	Kirkpatrick & Cookson	Nivin, Wm.	Wait, Geo. & Co. Ward, Jos. & Co. Ware, W. T. Warrington, J. C.

## In Memoriam.

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*List of Members of the Montreal Board of  
Trade who died during 1893.*

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M. P. RYAN	- - - - -	Died Jan. 15, 1893
FRANK MAGOR	- - - - -	Died Jan. 25, 1893
G. E. DESBARATS	- - - - -	Died Feb. 18, 1893
A. D. TURNER	- - - - -	Died Mar. 11, 1893
Wm. C. MUNDERLOH	- - - - -	Died Mar. 12, 1893
CHAS. M. ACER	- - - - -	Died May 16, 1893
HOLLIS SHOREY	- - - - -	Died July 1, 1893
CHAS. H. LEVIN	- - - - -	Died July 8, 1893
JOHN JAS. BROWNE	- - - - -	Died Aug. 3, 1893
JOHN. R. ARNOTT	- - - - -	Died Aug. 8, 1893
E. HOLLOWAY	- - - - -	Died Nov. 18, 1893
ROBERT MILLER	- - - - -	Died Nov. 27, 1893
A. CANTIN	- - - - -	Died Nov. 30, 1893

