



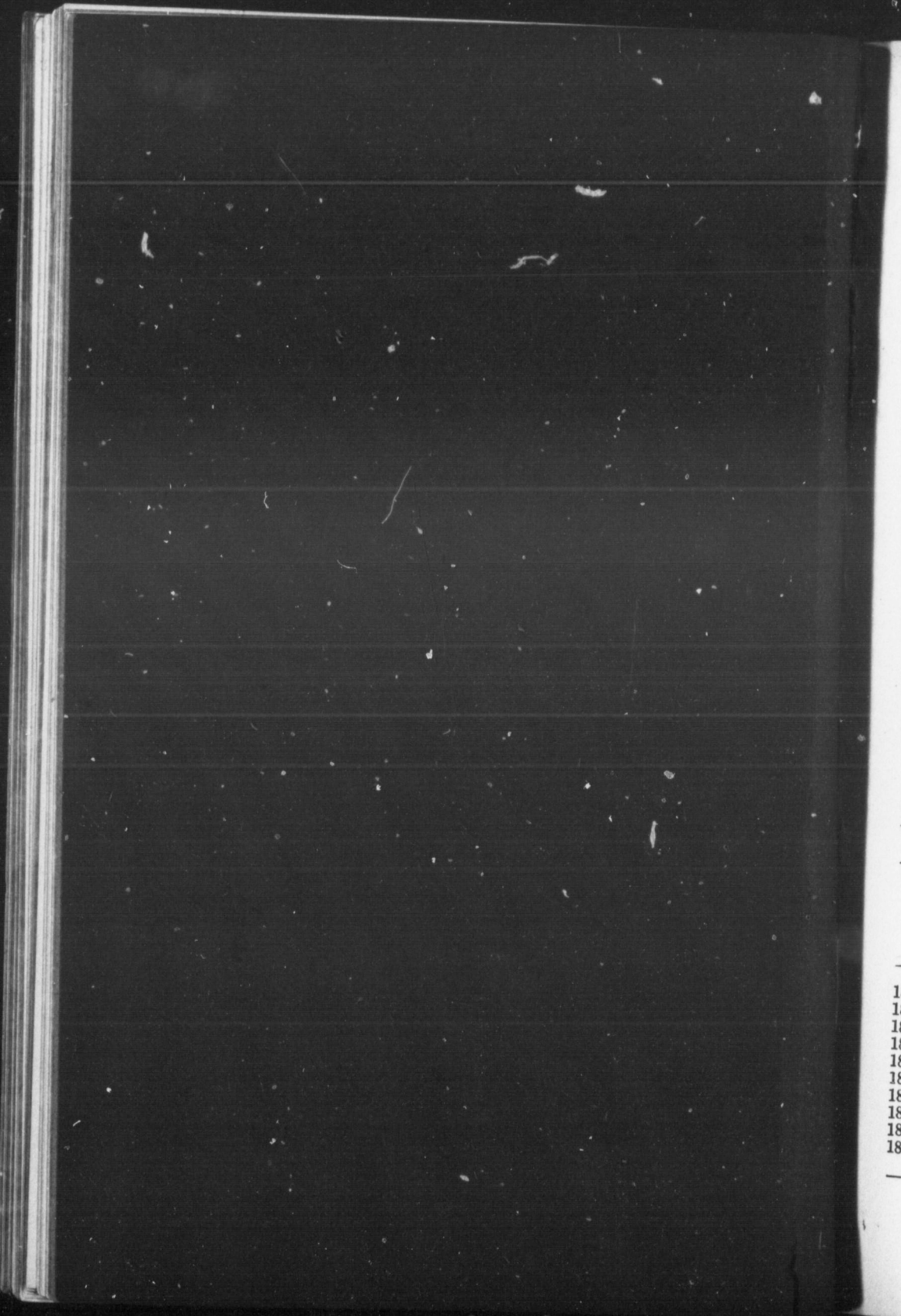
FORTY-SIXTH ANNUAL REPORT
OF THE
COUNCIL
OF THE
MONTREAL BOARD OF TRADE,

BEING

For the Year ended 31st December, 1888.

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

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REPORT.

TO THE MEMBERS OF THE MONTREAL BOARD OF TRADE :

GENTLEMEN :

The Council submits herewith, as provided in By-law 36, a general report of its proceedings during the past twelve months.

While a retrospect of the general trade of the Dominion for the year 1888 is not altogether satisfactory, the absence of any acute commercial trouble is cause for congratulation. The number of failures was, however, greater than for many previous years, this being partially attributable to the large increase in the number of traders and manufacturers. The aggregate amount of liabilities, although exceeding those for 1885 and 1886, was less by about two millions than for 1887. The partial failure of the Ontario grain crops for the past year has, no doubt, unfavourably affected trade, but the development of railways and the enlarged area of cultivated lands, with diversity of production and manufacture, have combined to render the Dominion less dependent upon the success of any particular crop, or upon the harvest in any one Province. Then, although the Custom House returns given below show that the import trade of this port has fallen off as compared with the previous two years, a like decrease is observable in the whole trade of the Dominion and even of this Continent. The number of sea-going vessels in 1888 is 112 less than the exceptional figures of the preceding year, and slightly under the average of the past five years. This decrease is owing partly to the gradual disappearance of sailing vessels and smaller steamships, and partly to the higher freight rates prevailing in certain other ports, which attracted the "tramp" vessels, fewer of which visited this port than for many previous years.

YEARS.	Sea-going Vessels arrived in Port.	Total Tonnage.	Value of Merchandise Exported.	Value of Merchandise Imported.	Customs Duties Collected.
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
1883.....	660	664,263	27,277,159	43,718,549	7,698,796.12
1882.....	648	554,692	26,334,312	49,749,461	8,395,653.07
1881.....	569	531,929	26,561,188	43,546,821	7,672,266.17
1880.....	710	628,271	30,224,904	37,102,869	5,231,783.80
1850.....	211	46,156	1,744,772	7,174,180	1,009,256.80

REDUCTION OF CANAL TOLLS.

The Council had, as in several previous years, to press this question upon the Government's attention, but although the Minister of Inland Revenue was addressed on 15th February, and deputations from the Toronto, Hamilton, Kingston, and St. Catharine's Boards of Trade joined this Board at Ottawa on 9th March, in urging upon the Minister of Railways and Canals that the two cent rate be made permanent and that the Canals be enlarged and deepened, it was not until the 20th of April that the intention of the Government was made known by an Order in Council passed on that date authorizing a special rate of toll of two cents per ton on wheat, corn, peas, barley and rye shipped to Montreal or any port east of Montreal. The late date at which the concession was made detracted from its value, large quantities of eastern-bound freight having already been arranged for by forwarders *via* the Erie Canal route to New York. The Council, upon publication of that Order in Council, again addressed the Minister, pointing out the omission of oats from its provisions, and also representing the disadvantage of limiting the order to the current season of navigation and no longer. This Order in Council has again lapsed, and the future policy of the Government has not yet been announced.

Considerable feeling was evinced in the United States about this policy, and an attempt was made to have it considered a discrimination against Americans; but as this Council pointed out, no such charge is for a moment tenable, as all flags are treated exactly alike, and the abatement is open to American as well as to British bottoms. The Council conceives that the idea of discrimination has disappeared as the facts became known, and it trusts that the policy of our Government will be the same next season.

TONNAGE DUES STILL COLLECTED FROM SHIPPING IN THE CANAL BASINS,
ALTHOUGH ABOLISHED IN THE HARBOUR.

The continued collection of Tonnage Dues from vessels using the Canal Basins, after their abolition in the Harbour, under the Act passed last Session providing for the assumption of the Channel Debt led the Council to address the Government, urging that as the Basins are practically a portion of the Harbour and used by sea-going vessels, there should be no distinction between the two, and therefore, that no wharfage dues should be collected from shipping in the Canal. These representations however,

proved unavailing, for the Minister of Railways and Canals replied, that he "did not consider it advisable to remove the Tonnage Dues on vessels using the new basins, and that they would remain as heretofore."

The Council regrets this decision of the minister, believing that the exclusion of vessels using the Canal Basins from the benefit of the remission of Tonnage dues granted to those using the Harbour, was particularly unjust—and the Council recommends its successors to continue to agitate this question until the inequality is removed.

POLICE AND HOSPITAL DUES.

The agitation against Police and Hospital Dues, which has remained in abeyance, should, the Council considers, be vigorously proceeded with. The police impost does not exist as a charge upon tonnage elsewhere than in Montreal and Quebec, and in its present form is simply a discriminating tax on the shipping trade of the St. Lawrence. Some years ago, at the instance of the shipping interest of Montreal, a clause was inserted in the Police Act, providing that "no vessel bound to or from the port of Montreal shall be liable to pay such duty at the port of Quebec for the same voyage;" notwithstanding which, Montreal vessels calling at Quebec are still required to pay these dues at that port. The Hospital Tax is peculiar to the seaports of the Dominion, and unknown in other countries, and is an impost on ocean tonnage visiting Canadian ports, from which tonnage in the United States and British ports is free; it is therefore a tax on the ocean shipping of the Dominion, from which that of other countries is exempt. The abuses in connection with the administration of the fund have long been a matter of complaint; from a Return moved for by Sir Donald A. Smith it is shown that since Confederation no less a sum than \$220,000 in the City of Quebec, and \$16,500 in Kingston and St. Catharines, has been taken from a fund held in trust for the relief of sick and distressed seamen, and applied to other purposes, to wit, mainly for the relief of the sick poor of those particular cities.

THE CHANNEL DEBT.

The debt incurred by the Harbour Commissioners of Montreal for the deepening of the channel between Montreal and Quebec, which has occupied the attention of the Board for so many years, has been disposed of by the assumption by the Dominion Government of the Works and Interest. The Government recognized the further claim for the reimburse-

ment of moneys paid for interest during the progress of the work only to the extent of the deficit shown in the Harbour accounts for the year 1887, amounting to \$37,405, and there still remains in abeyance a claim on the Dominion Treasury for a sum exceeding one million dollars.

The Board of Trade may be congratulated on the results so far reached for there can be no doubt that these are due to the efforts made by its officers and members. The importance of the subject may be estimated from the fact that an annually increasing burden which amount in 1886 to \$91,384, and in 1887 to \$99,186, has been lifted from the commerce of the St. Lawrence by this act of justice on the part of the Dominion Government and Legislatures.

The Channel having been decided to be truly a Dominion work, it appears to your Council beyond question that the refund of the interest already paid, which has been largely borne by the shipping in years past, is a legitimate debt still due to the shipping of the future, and the Council recommends its successors to press the matter in the proper quarter.

It may be here stated broadly that no Government money has ever been spent on the Harbour or Wharves of Montreal.

CANAL TOLLS ON SAW LOGS AND SAWN LUMBER.

As requested at the October Quarterly Meeting, the Council addressed the Minister of Railways and Canals regarding the discrepancy between the rate of Canal Tolls on saw logs and that on square timber, (a lockage of the former being tolled at \$6.00 and of the latter only \$2.00); and also with respect to the collection of tolls from the manufactured product of the saw logs, when one rate of toll has already been paid on the raw material.

COAL TRADE COMPLAINS OF INSUFFICIENT WHARFAGE ACCOMMODATION IN THE HARBOUR.

Upon the opening of navigation, the various representatives of the Nova Scotia Coal Mines doing business in this City, addressed a letter to the Council, complaining of the restricted wharfage space allotted to the coal trade at this port. This was communicated to the Harbour Commissioners, who replied, that this season there was more accommodation for coal ships to discharge than in former seasons, and that all applications for yard-room had been accommodated. The coal merchants, however, contended that their complaint was well founded, and urged that regular berths should be specially reserved at Windmill Point for coal steamers, similar to those at Hochelaga.

WATER PRIVILEGES ON NEW WELLAND CANAL.

The request preferred to the Government by a deputation from St. Catharines and Thorold that manufacturers along the line of route should be allowed to lease the water power on the new Welland Canal, seemed to the Council to demand instant opposition, and a letter was therefore addressed to the Minister of Railways and Canals protesting against the granting of any water privileges on that canal for the following reasons :

(1). The Canals were constructed for navigation purposes and should be maintained for those alone. (2). The probability that the interests of navigation might be subordinated to those of the manufacturers who used the water power, and (3). The dangerous effect of the currents created by the sluices, especially upon the deeply laden craft that pass through this canal.

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

The necessity for a new survey of the Gulf and River St. Lawrence has for some years been urged upon the Government by this Board, and is now in progress. It is also important that accurate knowledge be obtained of the tidal currents, and for that purpose the Government should be urged to make provision for a series of observations of currents in the Gulf of St. Lawrence.

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

MONTREAL, 16th January, 1889.

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

GENTLEMEN,—On the seventh of November last, (from which date the work of deepening and improving the channel of the river has been assumed by the Department of Public Works,) a party consisting of The Hon. the Minister of Public Works, members of the Harbor Commission, members of the Board of Trade, and representatives of the Shipping interests, made the passage from the harbor of Montreal to the port of Quebec, on board of the steamship "Sardinian," and by the tests then applied, the channel indicated a depth of not less than twenty-seven and a half feet.

The work of deepening the channel from twenty feet, resumed by the Harbor Commissioners in 1873, and carried on for sixteen years, has now been brought to a satisfactory position. The uniform support given by the Department of Public Works to the work, while under the direction of the Commissioners, is a guarantee that under its own immediate direction, the perfecting of the navigation of the St. Lawrence will be prosecuted with vigour.

The Commissioners of the Trust being now free from any charge other than the improvement of the Harbor and its management, the Commissioners will no doubt adopt a system of improvement and extension of the drive-ways, wharves

and water-frontage. To this end, in pursuance of the agreement with the City Council, and upon conference with a committee of that worshipful body, the Engineer of the Harbor and the City Surveyor have been requested to prepare a plan providing for a better connection between the traffic of the city and the harbor, with their estimate of the cost, and the proportion which should be provided for by each corporation.

All of which is respectfully submitted,

HUGH MCLENNAN,

Harbor Commissioner,

Representing Board of Trade.

REPORT OF THE CORN EXCHANGE REPRESENTATIVE ON THE HARBOUR
COMMISSION.

MONTREAL, January 31st, 1889.

To the President and Committee of Management of the

Montreal Corn Exchange Association.

GENTLEMEN,—In most of my previous reports upon Harbour affairs, much stress has been laid upon the importance to the Harbour Trust as well as to the entire business community, of the assumption by the Dominion Government of the "Lake and River Debt," in order that the Commissioners, being released from payment of the annual interest on that debt, might be free to appropriate the money so saved to the relief of commerce in the shape of remission of charges on shipping and merchandise and for such enlargement and improvement of Harbour accommodation as might from time to time be found necessary.

For many years the Commissioners have been patiently working for the accomplishment of this object, and during that time, they have had the active co-operation and support of the Corn Exchange and the Board of Trade, of the Civic authorities, and of many prominent members of Parliament. I have now to report that these united efforts have finally been successful, and that, at the last session of Parliament, an Act was passed authorizing the Government to assume the cost of the Ship-Channel between Montreal and Quebec, thus freeing the Harbour Revenues from the heavy burden of that debt, almost simultaneously with the completion of the channel to the authorized depth of 27½ feet.

The first and most important effect of this action was the removal, early in the season, of all tonnage dues, both on ocean and inland vessels, and also the adoption of a plan for wharf extension below the Hudon Cotton Mills. These plans have been approved by the Government and the work will be proceeded with during the coming season.

The 27½ feet channel was practically completed last autumn, and on the 7th November last was formally and satisfactorily tested throughout its entire length from Montreal to Quebec, the R.M. steamship "Sardinian" having been placed at the disposal of the Commissioners for that purpose. On that occasion, they were accompanied by Sir Hector Langevin, Minister of Public Works, Hon. Mr. Tupper, Minister of Marine and Fisheries, and a large number of prominent gentlemen, who showed by their presence that they fully recognized the importance of the event to the shipping and commercial interests of the country. On the first of January instant, all the works in connection with the Ship-Channel, including the dredging plant, was taken over by the Honorable the Minister of Public Works, who has expressed his intention to complete the work at Cap La Roche and Cap Charles, and to do such widening and straightening of the Channel as still remains to be done.

The exports of grain from this port during the past season were as follows :—

Wheat.....	2,033,325	Bushels.
Corn.....	2,721,282	"
Peas.....	895,314	"
Oats.....	3,484	"
Barley.....	4,822	"
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Total shipments in 1887.....	5,658,227	"
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Showing a falling-off in 1888 of.....	11,372,789	"
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	5,714,562	"

A portion of this large decrease is doubtless attributable to the break in the Cornwall Canal, in consequence of which navigation between Kingston and Montreal was virtually suspended for five weeks at a season of the year when the heaviest movement of grain usually takes place.

I would respectfully call the attention of members of the Association to the very interesting financial statement made a few days since by the Chairman of the Harbour Board.

I think that statement shows conclusively that, under present conditions, the resources of the Harbour *proper* are ample for all Harbour requirements, and that the Commissioners will be fully warranted in considering, with a view to putting into immediate execution, such plans for Harbour improvements as may be found best calculated to promote and facilitate the trade of our port.

Very respectfully,

CHARLES H. GOULD,

Representative of the Corn Exchange Association

On the Board of Harbour Commissioners.

WITHDRAWAL BY DOMINION GOVERNMENT OF THE SUBSIDY TO THE GERMAN STEAMSHIP LINE.

Representations were made to the Council in April last, by several of the leading Exporters and Importers of this city, with regard to the Government's declared intention of not renewing its contracts with the Hansa and White Cross Steamship Lines, which had been supplying a regular service between Montreal and the Continent in summer, and the Lower Provinces and the Continent in winter, the Council being requested to endeavour to procure a continuance of the subsidies.

The Council, after consideration, addressed the Minister of Finance, stating that while as a principle it was averse to advocating subsidies to any steamship lines, it was unwilling that the assistance afforded by the Government to the Hansa and White Cross Lines should be withdrawn so long as other lines were subsidized, but that as the unsubsidized lines plying between Montreal and Great Britain consider they are subjected to unfair competition from those receiving subsidies, the contracts with the

Hansa and White Cross lines might be renewed on condition that a *pro rata* deduction be made from the subsidies for any cargo carried from or to a British port. The subsidies were, however, withdrawn, and the contracts have not been renewed.

THE POSTAL SERVICE.

The desirability of assimilating the single postage rate and limit of weight to those in the United States (*viz.*, two cents for one ounce), was early in the year considered by the Council, but in view of the annual deficit in the postal revenue, it confined itself to asking the Postmaster-General to increase the weight limit for a single rate (three cents) from half an ounce to one ounce. Consideration was promised, and the Council hopes that during the forthcoming session of Parliament the concession referred to will be granted.

The need for additional branch post-offices and street letter-boxes in this city, was also urged upon the Postmaster-General, and two Receiving Houses have been established, one in the West and one in the East end.

INSOLVENCY LEGISLATION.

The bankers and merchants of this city having presented a requisition to your Council asking that steps be taken to procure the enactment of an Insolvent Law last session, Parliament was immediately petitioned praying for legislation whereby insolvent estates might be equitably distributed. It became evident, however, that for any such legislation to receive consideration from the present Parliament, it must be in the shape of a complete Insolvent Act with Discharge Clauses.

SUPPRESSION OF BUCKET SHOPS.

The Council, having previously agreed to endeavour to procure legislation for the suppression of bucket-shops, heartily supported the Hon. Mr. Abbott's Bill respecting gaming in stocks and merchandize. That Bill became law, and the Council hopes that it will fulfil its object.

NEED FOR A DOMINION AGRICULTURAL BUREAU.

The need of reliable information respecting the crops and dairy products of the whole Dominion induced the Council to address the Minister of Agriculture in November, soliciting that he would consider the advisa-

bility of establishing, in connection with his department, a statistical bureau, for the collection and publication at short intervals of particulars regarding them. A reply was received, stating that the subject had been seriously considered by the Department without however seeing, with the means available, any mode of obtaining agricultural returns possessed of greater accuracy than those already published annually by the Governments of the Provinces of Manitoba and Ontario.

It is therefore much to be desired that the Provincial Government of Quebec will publish a similar report to those referred to, and the incoming Council might ask that it do so.

CUSTOMS MATTERS.

Customs Act Amendments.—As the Bill introduced last session by the Minister of Customs, entitled "An Act to amend chapter thirty-two of the Revised Statutes respecting the Customs," contained provisions that were deemed objectionable, the Council examined the Bill, and adopted a report thereon which was forwarded to the Minister. Thereafter the Assistant Commissioner of Customs came from Ottawa and discussed the various amendments with the Council, the result being that the Bill, as finally passed, was more in accordance with the views of importers.

The Council also deemed it well to advocate an increase of the Appraisers' salaries, seeing that, as urged by it, the Government had abolished the practice of allowing them to share in the proceeds of the fines; the Minister promised consideration of that recommendation.

J. C. Ayer—Customs Case.—In view of the severe terms in which the Chief Justice commented, when giving judgment in the J. C. Ayer—Customs case, upon the conduct of the Customs officers in regard thereto, the Council deemed it its duty to request the Minister of Customs to investigate their proceedings in relation to that case, in which request the officers joined. The Minister replied that as all the facts in connection with the Ayer seizure and the conduct of the Customs officers in relation thereto were before the Department, and as no new developments had transpired, any further enquiry was not deemed necessary.

It may be mentioned that one of the officers whose conduct had been impugned, addressed a lengthy defence to the Council, which was read, and that subsequently it was published in the newspapers by that officer.

Payment of Customs Refunds in cash objected to.—The attention of the Council being directed to the system of paying refunds of over-paid duties in cash, which placed it in the power of dishonest clerks to retain such amounts, the Minister was asked to order that all refunds be paid by cheque, or that notice of such refund be sent to the firm to whom it is due. It appeared however, that there were difficulties in the way of the general adoption of such a practice, but the Council's views were met by the Collector, who, after discussion, agreed that a notice of all refunds should be mailed to the importer to whom they belonged, and this arrangement was communicated to the members of the Board by the following circular:—

MONTREAL BOARD OF TRADE.

MONTREAL, November 27th, 1888.

Circular to Importers, Members of the Board.

The Council having brought to the notice of the Customs authorities the expediency of making a change in the manner in which refunds of duty were paid to clerks and agents without notice to or check by the Importers, has negotiated with the Collector the following system of procedure, which will entirely obviate all difficulty.

1. The Collector will mail printed notices to Importers in all cases of amendment of Entry when a refund is to be made.
2. Importers are invited to instruct their employees to make three copies of all Entries (instead of two as at present); the Customs Cashier will stamp the third copy, and this copy the Importer should require his clerk to return to him as a receipt for money paid.
3. In case of an amended Entry involving a refund, the Importer should cause four copies to be made (instead of three as at present), the fourth copy will be stamped by the Customs Cashier, and should be brought back by the Importer's clerk as evidence of money received.

The Collector desired the Council to recommend to Importers the careful checking of Entries before they are permitted to be presented at the Custom House.

He desires also to have it impressed on Importers that goods from the United States, must, in accordance with the law and the practice followed with Imports from Europe, have each package marked and numbered, and the contents of each package designated in invoice according to its number; failure to do so will involve detention and expense to the Importer, as each and every package must be opened and examined where it is omitted.

The Council commends the foregoing to the Members of the Board of Trade.

By order,

GEO. HADRILL,
Secretary.

The readiness shown by the Custom's authorities to meet the Council's wishes in this matter, received due acknowledgment from it.

QUEBEC PARLIAMENT.

Bill entitled "An Act to establish a tax on movable property." The provisions of this objectionable bill being similar to the "Lynch" bill, which the Council successfully opposed last year, renewed protests against any such legislation were made during last session of Parliament, with the result that the bill was defeated on a vote of seven ayes and thirty-three noes.

Bill entitled "An Act to impose certain direct taxes on certain commercial corporations." This bill was introduced so late in the session, there was so much delay in printing it, and it was hurried so quickly through the House, that it had passed its third reading in the Legislative Assembly before the Council could consider its provisions. A petition was addressed to the Lieutenant-Governor and the Legislative Assembly, praying that the bill be thrown out. The bill, however, became law, and it will be for the incoming Council to determine what steps should now be taken in regard to legislation so inimical to the commercial prosperity of this Province.

AUCTION DUTY ON TRADE SALES.

The Council, after enquiring into the effect of this duty, found that it tended to drive business away from this Province, and the Premier was therefore addressed praying for its abolition. Nothing, however, has yet been done in that direction, and the tax is still in force.

TORRENS SYSTEM OF LAND TRANSFER.

A Committee of the Council took advantage of the Provincial Premier's presence in this city, to wait upon him on 31st March, and explain the advantages of the Torrens System of Land Transfer and its easy adaptability to this Province. The Hon. Mr. Mercier promised to study the subject, and see what could be done with regard to its introduction. The Council hopes that its successors in office will not lose sight of this matter, but endeavour to promote the establishment of the Torrens System in the District of Montreal as introductory to its extension throughout the Province.

IMPERIAL INSTITUTE, LONDON, ENGLAND.

The Secretary of the Imperial Institute addressed the Council in May stating that H. R. H. the Prince of Wales, President of the Institute, shared with the Organizing Committee the hope that the Montreal

Board of Trade would gladly accord every possible aid towards the development and maintenance of that department of the Institute which is to deal with the collection and dissemination of commercial and industrial intelligence. Your President, being then in England, was communicated with, and called upon the Institute authorities and promised the cordial co-operation of this Board in the lines referred to. Since that time no further communication has been made to this Board by the Imperial Institute.

COMMERCIAL GEOGRAPHY.

The Council's attention has lately been directed by a leading Dominion statistician to the very useful work performed in Germany by the various societies founded there for the study of Commercial Geography, the subjects being (1) The markets of the world, what manufactures Germany produces that may be profitably disposed of in them and what articles Germany can import in return; (2) The fluctuations of trade with these markets and their causes; (3) The various trade routes; (4) Tariffs, customs and local taxation as bearing upon the ultimate cost of the manufactured article; (5) Port regulations in all parts of the world, and (6) The various means of importing their goods, and how the cost may be reduced to a minimum.

It has been suggested that the formation of a similar society in Canada might be productive of good results.

STATISTICAL INFORMATION.

The issue of the valuable series of Trade Reports, compiled from time to time by the Secretary under the auspices of the Council, has on account of the great expense of their publication been intermittent for many years past, the last published in October, 1886, being for the years 1883, 1884, and 1885. There have of late, however, been so many enquiries from members of the Board, members of Parliament, and Government officials, for the continuance of their compilation, that the Council has instructed the Secretary to go on with the work, bringing down the tables, &c., to the latest date possible.

PROTECTION OF THE CITY FROM INUNDATION.

The completion of the embankment at Point St. Charles and the temporary dyke in front of the City, has apparently received all danger of inundation in the districts protected by those works, and the several pumping stations have been quite successful in keeping the cellars dry.

The final report of the Montreal Flood Commission having been presented to the Government, a copy was transmitted to your Council, who, upon perusal thereof, was so impressed with the value of the information it contains and the importance of rendering same accessible to those interested, that it has urged the City Corporation to print the document for distribution.

REMOVAL OF THE OLD ST. LAMBERT PIER.

The Council being of opinion, that the old St. Lambert Pier is an obstruction to the free passage of ice in the spring, and that in the season of open water it has the effect of increasing the current on this side of the river, addressed the Government suggesting the advisability of removing the pier at an early date. Formal acknowledgment was received, and it is understood that the subject will receive consideration whenever action is taken upon the final report of the Flood Commission.

LACHINE CANAL, IMPROVED MEANS OF CROSSING NEEDED AT WELLINGTON BRIDGE.

The sending by the City Council of a deputation to wait on the Minister of Railways and Canal, with regard to improved means of crossing the canal at Wellington Bridge, led the Council to write to the Minister, the Acting-Mayor and the city M.P.'s, protesting against the construction of a sub-way, for the reason that such a work, unless placed at an extravagant depth below the present canal, would prevent any further deepening at that point; and suggesting instead the substitution of a wide lifting bridge for the present one, or the addition of another bridge.

TRADE EXCURSION TO MONTREAL.

The Council, by a Committee, interviewed the two railway companies having termini in this city, with regard to the establishment of a merchants' week, which would have the effect of bringing country merchants to the city annually at a stated period. The proposed arrangement did not, however, find favour with the railway officials, and the Council, therefore, after obtaining information as to the date of the usual Fall excursion, communicated particulars of same to the members of the Board by circular, in order that such as were interested might advise their customers thereof.

SANITARY MATTERS.

Learning that a Report had been prepared by a Committee of the Civic Health Department, in regard to drains, plumbing, &c., the Council met specially to consider the same, and subsequently sent a communication to the Chairman of that Committee suggesting certain amendments to the report referred to, and also urging that the street gullies be kept clear from all obstructions by snow or otherwise, so that the ventilation of the sewers might not be impeded.

IMPURE GAS SUPPLY AND INEFFECTIVE INSPECTION.

The impure gas supplied in this city early in December caused great inconvenience and dissatisfaction to citizens; the Council, therefore, wrote to the City Gas Inspector requesting information as to the failure of the Gas Company to fulfil its contract, and what steps had been taken by him to remedy the evil. The Inspector replied that he had not discovered any impurity or deficiency in the illuminating power of the gas, but that this might be accounted for by the fact that the gas used in his inspection was supplied from the Ottawa street works and not directly from Hochelaga; and stating that there should be another testing point higher up in the city, so that the Hochelaga gas could be properly tested. The Council thereafter wrote the Commissioner of Inland Revenue at Ottawa, who replied that in order to make sure of procuring a fair test of gas from either of the Gas Company's works, he had instructed the Inspector of Gas to open a branch office in Hochelaga, and to make periodical tests there both for sulphuretted hydrogen and for illuminating power.

INCREASE OF RATES OF PREMIUM FOR FIRE INSURANCE.

The advance in rates of premium exacted by the fire underwriters, in order to force the civic authorities to provide adequate protection against fire, has demanded the Council's attention throughout the year, the high rates proving burdensome to all whose business requires that they carry considerable insurance, the Montreal Wholesale Grocers' Association, for example, adopting the following resolution:—

Resolved, That in view of the great increase in the rates of fire insurance in this city, the Montreal Wholesale Grocers' Association hereby requests the Council of the Board of Trade to enquire whether the inefficiency of the fire brigade service is such as to justify such an increase in rates as has been made, reaching as high as fifty per cent. advance on former rates, and if so, to urge upon the civic authorities the urgent need of affording the city adequate protection from fire, in order that lower rates of insurance may again prevail.

The Council referred the whole subject to a committee which, after enquiry and careful consideration of the information obtained, reported as follows :—

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

GENTLEMEN,—The committee to which, on 1st May, was referred the question of the great increase of rates of fire insurance in this city, having considered information obtained from various sources, and procured interviews with the Vice-President of the Canadian Fire Underwriters' Association, and the Chairman of the City Fire Committee, begs to report as follows :

1. That there appears to have been a lack of discrimination on the part of the underwriters in the rating of risks of the same class, and an unwillingness to make adequate reduction in rates where unusual precautions against fire are provided by the insured ; your committee is, however, glad to learn that it is in contemplation to adopt the system of specific rating in this city, as that will not only remove one of the grievances complained of, but at the same time necessitate a more frequent and thorough inspection of risks by the underwriters.

2. That the present inspection of buildings in this city is very faulty, buildings even now are being erected that are veritable fire traps ; it is therefore recommended that the City Council be urged to insist that such inspection on the part of the city inspector be made vigorous and effective.

3. That the following suggestions for the improvement of the fire service, made by the underwriters to the City Council, are most reasonable, and should immediately be adopted by the civic authorities, in order that the return to the rates of insurance prevalent prior to the underwriters' resolution of February last, may be procured as promised by the underwriters : 1. The department to be placed in charge of a new and competent chief with competent sub-chiefs. 2. The chief to have full control of his men, including the right of dismissing them. 3. The alarm boxes to be fitted with glass fronts, or a small box with glass front containing key to be attached to the alarm box. 4. The whole apparatus of the department, including steam and chemical engines and also salvage corps, to be placed and maintained in efficient working condition, and the appliances to be increased if found necessary by the chief. 5. A reserve call force of at least fifty men to be established outside of the regular brigade for readiness in case of emergency. 6. Each hose distributing station to be furnished with proper means for testing and expeditiously drying hose. 7. That all steamers be supplied with heaters.

4. That the adoption of the above-mentioned improvements in the fire service, of the system of specific rating with its more frequent inspection of risks, together with a thorough inspection of buildings by the civic inspector, should, it is considered, enable the underwriters to thereafter concede a further reduction in rates.

The whole respectfully submitted.

EDGAR JUDGE,
CHARLES P. HÉBERT,
W. C. MUNDERLOH.

This report was adopted by the Council and communicated on the 7th of June to the City Council, with a request for its earnest consideration. On September 26th, no action having meantime been taken by the City Council, your Council addressed it urging the immediate appointment of a new chief of the fire brigade, and the necessity of forthwith complying with the other requirements of the underwriters as set forth in their memorandum. After the new chief was appointed, the Council again urged the Corporation to provide the funds necessary to place the

brigade at once on a thoroughly efficient footing. Finally, the underwriters' demands were so far complied with, that on 6th December they adopted a resolution reducing the rates to those in force prior to 22nd February last.

INSPECTION AND OTHER OFFICES.

Flour and Meal.

Inspector, Louis A. Boyer. Board of Examiners, 1888 :—A. E. Gagnon, Chairman; John Brodie, E. F. Craig, O. M. Gould, Jas. S. Norris.

As when flour was inspected to sample, no mark was placed on the barrel to show that any inspection had taken place, the Board of Examiners, in April last, at the request of the Inspector, authorized that officer to stencil all flour inspected to sample and found sound as follows:—“Official Inspection.” “Sound.” “....., Inspector.” “Montreal.” “(Date).....”

A year's experience of the very radical changes in the Inspection Act, in regard to the grades of flour procured at the instance of the Dominion Board of Examiners for flour and meal, showed that they had worked very well, but that another grade is needed, and at the last meeting of that Board, held 25th October, 1888, the following resolution, supported by the Montreal delegates, was adopted:—Resolved, That this meeting hereby recommends that an addition be made to the present classification of grades of flour, by the insertion in Section 31 of the Inspection Act, after the word “Superfine” of the following clause:—“That of the fifth quality by the word Fine.”

Wheat and other Grain.

Inspector, Hospice Labelle. Board of Examiners, 1888 :—Hugh McLennan, Chairman; J. O. Lafrenière, A. G. McBean, Robert Peddie, Adam G. Thomson.

A resolution was adopted at the last annual meeting of the Board of Trade recommending that the Council take steps to place this Inspection Office upon a sound financial basis. The subject was referred by the Council to the Corn Exchange Committee, which reported that it saw great difficulty in advising any interference with the inspection law, but that it hoped the export trade would so improve as to make the inspection of grain more remunerative. In view of this utterance from a body so intimately connected with the grain trade, your Council deemed further action unnecessary.

The threatened changes in the classification of Manitoba wheat, referred to in last year's Report have, although strongly opposed by the Toronto and Montreal Boards of Examiners, been duly authorized by the Government, and the standard was reduced accordingly, much to the regret of all interested in maintaining the high character borne by this grain in transatlantic markets.

In connection with this alteration of the law, it may be mentioned that at the annual meeting of for the selection of grain standards for the guidance of Inspectors, held last September in Toronto, and attended by delegates from the various Boards of Grain Examiners throughout the Dominion, there was a failure to agree, under the new classification, upon the standards for Manitoba wheat. The Department of Inland Revenue subsequently approved for standards samples of wheat selected by the Winnipeg Board of Trade, which included grades not provided for by the Inspection Act, and the Council submits that such a course was irregular, and that standards should not be fixed contrary to the existing law.

Leather and Raw Hides.

Inspector,..... Board of Examiners, 1888:—C. R. Black, Chairman ;
W. B. Chapman, J. C. Holden, James Linton, B. Shaw.

The Inspector of leather and raw hides, Mr. Thos. Hawkins, died on 22nd November last, and since then, pending the appointment of a successor, the Deputy Leather Inspector, Mr. De Lancy Sykes, and the Deputy Hide Inspector, Mr. A. Masson, have performed the duties of their respective offices. The fees accruing from this inspection having of late years aggregated about nine thousand dollars annually, the Council, at instance of the Board of Examiners, and the trade generally, has addressed the Government, recommending the division of the office into two inspectorships, one for leather and one for raw hides, and also the following reduction in the fees:—Sole leather to be $1\frac{1}{2}$ cents per side, instead of 2 cents; hides to be 4 cents each, instead of 5 cents, for lots under one hundred, and 3 cents each, instead of 4 cents, for lots of one hundred and over.

Pot Ashes and Pearl Ashes.

Inspector, Edward J. Major. Board of Examiners, 1888:—Chas. H. Cunningham,
Hy. Dobell, Jas. E. Kirkpatrick, Jas. C. Sinton, D. T. Tees.

The increase in the inspection fees of this office, recommended by the Council as necessary to cover the expenditure on account of its main-

tenance, has been duly authorized by the Government, and gone into operation.

Pickled Fish and Fish Oil.

Inspector, none. Board of Examiners, 1888:—John Baird, R. Fairbanks, John B. McLea, J. A. Vaillancourt, T. S. Vipond.

Beef and Pork.

Inspector, James Doheney. Board of Examiners, 1888:—R. Finlay, Peter Laing, W. Masterman, M. T. McGrail, T. S. Vipond.

OFFICES NOT INCLUDED IN THE INSPECTION LAW.

Office of Weigher, Measurer and Gauger.

Weigher, Measurer and Gauger, D. Cameron. Board of Examiners, 1888:—A. A. Ayer, Chas. P. Hébert, H. R. Ives, Jno. E. Kirkpatrick, J. A. Mathewson.

Office of Port Warden for Harbour of Montreal.

Port Warden, Jas. G. Shaw; Deputy Warden, G. W. Morrison. Board of Examiners, 1888:—John Torrance, Chairman; Geo. Childs, Robert Reford, Jno. A. Robertson, Robert Simms.

PORT WARDEN OFFICE.

The revenue of the Port Warden office being in excess of its expenditure, the Council authorized the following material reduction in certain of the export fees, which took effect from the opening of navigation last year:—

General superintendence of vessels loading grain and general cargo, with certificate.....	from \$7.25	to \$5.00
Ashes, per barrel.....	“ 2c.	“ 1c.
Ores and minerals, per ton.....	“ 2c.	“ nil.
Oil cake, per ton.....	“ 3c.	“ nil.
Deals, from 2c. per St. P. std. hd. to ½c. per thousand feet.		
Oxen and horses, per head.....	“ 1½c.	“ 1c.
On other articles not herein enumerated and shipped from this port, being manufactured in whole or in part, per ton weight or measurement.....	“ 6c.	“ 5c.

The Council has recently decided upon a further reduction of the fee upon unenumerated articles from 5c. to 3c. per ton, which will go into operation this spring.

The Port Warden's Report for the season of navigation 1888 is as follows, and the Council commends to the attention of the members in general, and especially to the incoming Board, the remarks at the close

regarding the imperative need for increased wharfage accommodation in the harbour, and improved facilities for the handling of cargo :—

OFFICE OF THE PORT WARDEN,

MONTREAL, 31st December, 1888.

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

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

Navigation opened on the 4th of May with the arrival of the steamships "Vancouver," "Lake Huron," "Nestorian" and "Norwegian," and on the 28th May, the first sailing vessel, the "Marquis of Lorne" from Iloilo, with a cargo of sugar, entered at this office. The S. S. Pomeranian of the Allan Line, sailed on the 22nd November, at 1.30 p.m., and proceeded to sea, being the last sea-going vessel to leave port. The S. S. Oregon of the Dominion Line, on the 22nd June, was the first vessel to pass inwards through the Straits of Belleisle for this port, and reported very little ice. It is noticeable that there was no detention nor damage by ice sustained by any of our Spring fleet this season, and no vessels are reported lost or missing.

There has been a very considerable decrease in the number of vessels entered at this office, owing principally to higher rates of freight offered elsewhere, there being 249 steamers, aggregating 494,622 tons, against 296 steamers of 561,120 tons in 1887, and 40 sailing vessels of 27,558 tons, against 60 vessels of 40,842 tons in 1887, the total arrivals this year, being 289 steamers and sailing vessels, of 522,180 tons, a decrease of 67 vessels, and 79,782 tons. Besides the above, there were about 30 steamers employed in the coal carrying trade, most of which do not register in this office.

The great diminution in the revenue of the office has been caused partly by the reduction by you of fees charged on exports, and also by the smaller number of vessels arriving in port as compared with last year, the total amount of revenue collected being \$7,433.71 against \$10,431.45, a deficiency of \$2,997.74; nearly all the articles of export being short with the exception of bbls. apples, which have increased very considerably, the quantity being 292,634 bbls., an excess of 200,843 bbls. over 1887.

The shipment of grain was unusually small, partly owing to the break in the Cornwall canal, there being but 5,690,873 bushels, while there were 11,470,649 bushels in 1887, and it is noticeable that no barley nor oats were shipped this season.

There has been an increase of 13,506,277 feet of deals, and a decrease of 11,795,606 feet of sawn lumber shipped, the latter can be accounted for by the sailing vessels, which usually come here seeking freight for the South American ports, being diverted into other trades by higher rates of freight offered elsewhere.

I have been ably assisted by my staff in carrying on the work of this office, and as well as can be ascertained, to the satisfaction of those doing business with it.

By permission granted me by you, in January last, I visited several of the sea ports in Great Britain, with a view to gaining information which might be useful to this office in the loading and discharging of cargoes. The docks of Liverpool and London are so well known, that an attempt here to describe their magnitude would be superfluous, but their completeness, and the steady advance with the times in all shipping requirements is noticeable. The newest designs of steam and hydraulic appliances in machinery are placed on the docks, the very heaviest weights can be lifted or moved by them with the greatest ease, and in consequence, cargoes of every kind are handled with as little manual labour as possible. Railway tracks are laid at a short distance from the edge of the docks, beside these there are broad flag-stone tracks on which loaded waggons travel

smoothly and easily. In Glasgow, Leith, Sunderland, Newcastle, Hull, Cardiff and Bristol, the same desire to attract trade and commerce is plainly visible, all kinds of dock accommodation, well paved quays, railway tracks, flag-stone tracks, hoisting machinery suitable for the rapid handling of goods, being there found ready for use, and at the disposal of the vessel.

In all these sea ports, commodious well-planned sheds are built to receive the cargo direct from the vessel, it has however, to be removed very quickly, as these sheds are not used as warehouses except on special terms.

At Antwerp, large, well placed, accessible docks are now being built, supplementing the already large accommodation for shipping at that port, railway tracks are laid between the sheds and the vessel, on these, travelling steam and hydraulic cranes are placed, the goods are lifted direct from the vessel's hold and swung into the shed, there received on trucks, and rolled to any required distance.

In Hamburg, the same carefulness for the goods is noticed, the new warehouses of stone, iron and glass, with every convenience for work, are not surpassed in size, nor completeness, by any port visited by me. Here, as in all other ports, are the most improved graving docks for the repairs of any damage received by vessels frequenting the port, and trade is attracted by offering facilities for having the shipping work done cheaply and speedily, as there is a constant and active rivalry to bring in business, the great importance of the water highway being well understood, on account of the large amount of money expended by the shipping trade.

Taking into consideration the vast importance the port of Montreal is to the whole Dominion of Canada, and how much it has done to build up this great and growing commercial city, it were time that our citizens realized that the welfare of the port and that of the city are identically the same. Heretofore the city has done absolutely nothing for its water highway, although so many of its people obtain their living directly from the port and its advantages, the factories being indebted to it for their existence and maintenance, this season there having been 396,858 tons (equal to about 260 cargoes) of lower port coal landed here, besides about 100,000 tons brought by rail for house use and other purposes, and also many thousand tons of material for manufacture in the city, and distribution throughout the country.

The completion of the work of deepening the channel to twenty-seven and a half feet, opens this port to vessels of the largest tonnage, there is however, much to be done in straightening parts of it and improving the system of lighting it. These are matters of importance, as the fewer dangers there are in the approach to this port, the more likely is its trade to increase.

Many plans have been proposed at different times for the improvement of this port, the most feasible and least costly of which seems to be that of building an embankment from the upper end of Windmill point downwards, on the shoal opposite the city, and erecting on it warehouses and sheds fitted with proper tracks and machinery; as certain portions of this work were completed, alteration might then be made in the present wharves to bring them up to modern requirements.

The citizens must take hold of this matter speedily and in earnest, or they will see, as other ports on the Atlantic and St. Lawrence have done, their shipping trade diverted to places offering increased facilities and accommodation, and they will then realize, when too late, how valuable the trade was to the whole business of the city.

I am, Gentlemen.

Your obedient servant,

JAS. G. SHAW,
Port Warden.

THE GRAIN AND PRODUCE TRADE.

The export of grain during the season of 1888 was less than for many years, attributable to the partial failure of the crops and the interruption of navigation caused by the break in the Cornwall Canal.

The indifferent wheat harvest of 1887 throughout Ontario, was followed by a more widely extended crop failure in the Dominion and Western States in 1888. The statistics exhibit a falling off in the export of wheat, from over nine millions in 1887 to but little over two millions in 1888, and a reference to the figures of exports from New York, of twelve and one-half millions in 1888 against forty-two and one-half millions in 1887, shows the proportionate falling off to be about the same percentage at both ports.

The break in the Cornwall Canal on the 10th of October practically closed navigation for the season, so far as export was concerned, and it will be for the new Council to urge upon the Government the adoption of such precautions as will prevent the recurrence of such a catastrophe.

The outlook for transatlantic shipments for the ensuing season is not favorable, as the surplus for export in the Dominion and the United States is unusually small.

Tables shewing the receipts and shipments of grain and produce at Montreal will be found on pages 23 and 24, the aggregates of Grain, Flour and Meal for the past five years being as follows:—

	1888.	1887.	1886.	1885.	1884.
Receipts	bush. 14,711,495	bush. 20,795,976	bush. 22,170,148	bush. 17,210,165	bush. 18,579,079
Shipments... ..	10,207,802	18,701,767	20,884,173	15,266,781	14,775,665

Flour.—In the earlier months of the year the trade in flour was of a nominal character with very little variation in values, but as the season advanced, and the damage to the growing crop of wheat became more defined, prices advanced rapidly, and the volume of business during some months was unusually large. The year closed, however, with large stocks at nearly all points, which, with declining prices in wheat, has led to considerable depression in the trade.

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

	1886.	1887.	1886.	1885.	1884.
BUTTER.	pkgs.	pkgs.	pkgs.	pkgs.	pkgs.
Receipts.	91,043	113,382	137,015	135,021	163,336
Shipments.	36,023	97,541	87,268	107,281	148,521
CHEESE.	boxes.	boxes.	boxes.	boxes.	boxes.
Receipts.....	1,137,372	1,059,039	1,041,480	1,119,243	1,093,555
Shipments.....	1,129,951	1,192,152	1,106,541	1,215,113	1,238,338

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

Butter and Cheese.—Business in Butter and Cheese during the past season has been in a healthy condition; the quantity of Butter produced has, however, been small, dairy farmers throughout Canada turning their attention mostly to Cheese, the makers of which have had their skill tried to the utmost by the dryness of the early summer, and the excessive rains in the autumn.

TOTAL SHIPMENTS OF PRODUCE TO PARTICULAR PORTS, VIA RIVER ST. LAWRENCE, FROM THE OPENING OF NAVIGATION, MAY 4th, 1888, (first arrival from sea) TO THE CLOSE, NOVEMBER 22nd, (last departure for sea), WITH COMPARATIVE TOTALS FOR 1887.

PORTS.	Wheat bush.	Corn bush.	Peas bush.	Oats bush.	Barley bush.	Rye bush.	Flour bris.	Oatme' bris.	Commeal bris.	Ashes Pots and Pearls bris.	Butter pkgs.	Cheese bxs.	Pork bris.	Lard bris.	Hams and Bacon boxes.	Canned Meats pkgs.	Phosp'te tons.
Liverpool.....	832,419	1,408,853	356,495				96,967	10,788		1,151	3,355	517,875	116	8,749	22,524	34,686	5,671
London.....	126,392	163,355	268,122				126,725	172		722		200,044		376	4,528	28,809	3,531
Glasgow.....	655,090	770,699	127,806				124,238	146		237	5,754	140,694	100	1,095	9,030	35,688	1,165
Bristol.....	214,280	170,317	71,003				28,778	204		178	6,038	234,348		340	1,412	4,038	907
Avonmouth.....	32,306						4,455			8		20,783			169		
Barrow.....																	
Leith.....	79,222	87,417	13,269				3,148										
Dublin.....																	
Antwerp.....	15,602	34,026	36,196									100					
Hamburg.....	41,408		4,385				3			35	2						
Bordeaux.....																	
Havre.....	398	62,950								569				3,615		3,337	773
Lower Ports.....	2,027,107	2,717,617	877,276		4,822		383,314	11,315		2,900	15,150	1,113,844	216	14,175	37,684	106,556	14,466
	6,218	3,665	18,088	3,484			2,228	4,280	2,726	1	12,259	2,783	6,969	144	1,030	1,219	
Total for 1888.....	2,033,325	2,721,282	895,314	3,484	4,822		585,602	15,595	2,726	2,901	27,409	1,116,627	7,185	14,819	38,724	107,775	14,466
Total for 1887.....	7,732,848	1,181,483	1,982,304	407,383	9,648	109,123	677,456	27,785	1,224	2,761	74,407	1,076,956	11,966	19,28	47,231	108,370	20,575
Increase or Decrease.....	5,699,523	1,539,799	1,086,989	403,899	4,826	109,123	91,854	12,190	1,502	140	4,998	39,671	4,781	4,709	8,507	4,405	6,109
	Decrease.	Increase.	Decrease.	Decrease.	Deor'se	Deor'se	Deor'se	Deor'se	Increase.	Increase.	Decrease.	Incre ise.	Decrease.	Decrease.	Decrease.	Increase.	Decrease.

TOTAL RECEIPTS OF PRODUCE AT MONTREAL DURING THE YEAR 1888, WITH COMPARATIVE FIGURES FOR 1887.

	Wheat. bush.	Corn. bush.	Pens. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brs.	Oatmeal. brs.	Cornmeal. brs.	Ashes, Pots and Pearls, brs.	Butter. pkgs.	Cheese, boxes.	Meats, Hams & Bacon, boxes.	Leather, rolls
Per Grand Trunk Railway	164,072	167,821	585,757	567,872	51,010		509,218	12,510	1,424	626	53,719	690,391	71,177	21,062
Per Canadian Pacific Railway	1,735,509	588,092	168,896	174,135	109,387		844,469	8,798		678	35,049	372,587	16,896	10,567
Via Lachine Canal and the River	3,151,228	2,120,011	300,841	107,683	29,231		79,754	238	875	616	1,715	74,381	60	138
Total, 1888	5,048,809	2,875,924	1,055,454	649,689	189,628		933,121	21,537	2,299	1,917	91,043	1,137,362	88,133	31,767
Total, 1887	10,678,714	1,264,921	2,343,198	1,107,292	138,621		949,982	42,762	325	2,000	113,382	1,059,039	193,465	23,708
Increase or decrease	5,629,905 Decrease.	1,611,003 Increase.	1,287,744 Decrease.	457,602 Decrease.	59,777 Increase.		16,561 Decrease.	21,225 Decrease.	1,974 Increase.	83 Decrease.	22,339 Decrease.	78,323 Increase.	105,332 Decrease.	8,056 Increase.

TOTAL SHIPMENTS OF PRODUCE FROM MONTREAL DURING THE YEAR 1888, WITH COMPARATIVE FIGURES FOR 1887.

	Wheat. bush.	Corn. bush.	Pens. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brs.	Oatmeal. brs.	Cornmeal. brs.	Ashes, Pots and Pearls, brs.	Butter. pkgs.	Cheese, boxes.	Meats, Hams & Bacon, boxes.	Leather, rolls.
European, via River St. Lawrence	2,027,107	2,717,617	877,276	877,276	.....	.....	583,314	11,315	.....	2,900	15,150	1,113,864	144,250	960
Lower Ports, via River St. Lawrence	6,218	3,665	18,098	3,484	4,892	.....	202,288	4,280	2,726	1	12,259	2,783	2,249	11
Via Lachine Canal and River Steamers .....	.....	2,960	8,115	4,513	1,394	.....	80,794	297	1,704	.....	1,114	3,212	.....	79
Per Grand Trunk Railway and Montreal and Champlain Railway	138,209	84,094	113,121	70,809	7,950	.....	119,212	910	.....	.....	6,895	10,092	.....	2,79
Total, 1888	2,171,534	2,808,776	1,016,500	78,066	14,106	.....	785,638	16,802	4,430	2,901	36,023	1,129,951	146,499	4,668
Total, 1887	9,168,893	1,206,678	2,605,758	514,273	59,792	.....	922,565	41,398	1,649	3,384	97,541	1,192,132	185,653	3,806
Increase or decrease	6,997,359 Decrease.	1,601,598 Increase.	1,589,118 Decrease.	435,407 Decrease.	45,626 Decrease.	.....	136,927 Decrease.	24,596 Decrease.	2,781 Increase.	48 Decrease.	61,518 Decrease.	63,201 Decrease.	38,551 Decrease.	869 Increase.

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

Years.	SPRING EXTRA FLOUR, per barrel of 196 lbs.		U. C. N. SPRING WHEAT, per bushel of 60 lbs.		Years.	SPRING EXTRA FLOUR, per barrel of 196 lbs.		U. CAN. SPRING WHEAT, per bushel of 60 lbs.	
	\$ c.	\$ c.	\$ c.	\$ c.		\$ c.	\$ c.	\$ c.	\$ c.
1888	See footnote†		0 82 @	1 26	1874	4 40 @	5 85	1 00 @	1 36½
1887	3 40	@ 3 65	0 80 ..	0 97	1873	5 50 ..	6 55	1 24 ..	1 55
1886	3 30 ..	3 90	0 79 ..	0 94	1872	5 65 ..	6 80	1 30 ..	1 55
1885	3 40 ..	4 90	0 83 ..	1 07	1871	4 90 ..	6 60	1 17 ..	1 45
1884	3 35 ..	5 15	0 81 ..	1 20	1870	3 95 ..	6 80	0 90 ..	1 35
1883	4 55 ..	5 35	1 04 ..	1 20	1869	4 10 ..	5 50	0 95 ..	1 18
1882	4 60 ..	6 25	1 04 ..	1 50	1868	4 80 ..	7 65	1 08 ..	1 75
1881	4 95 ..	6 65	1 18 ..	1 50	1367	6 75 ..	9 45	1 47½ ..	2 00
1880	5 05 ..	6 10	1 13 ..	1 40	1866	5 40 ..	8 25	1 16 ..	1 60
1879	3 90 ..	6 35	0 98 ..	1 43	1865	4 20 ..	6 75	0 96 ..	1 30
1878	3 92½ ..	5 35	0 85 ..	1 25	1864	3 75 ..	4 60	0 85 ..	0 98
1877	5 10 ..	8 50	1 16 ..	1 63½	1863	3 85 ..	4 57½	0 87 ..	1 00
1876	4 45 ..	5 50	1 03 ..	1 22½	1862	4 10 ..	6 10	0 91 ..	1 08
1875	4 10 ...	6 00	1 00 ..	1 36	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 being now the leading grade, quotations thereof are substituted for Spring Extra, the range for 1888 being \$4.00 @ \$6.25.

INSPECTION OF FLOUR.

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

Year.	Quantity.	Year.	Quantity.	Year.	Quantity.	Year.	Quantity.
1888	Barrels. 95,732	1881	Barrels. 253,752	1874	Barrels. 499,486	1867	Barrels. 404,320
1887	126,196	1880	243,428	1873	460,341	1866	260,130
1886	155,289	1879	273,832	1872	430,992	1865	246,658
1885	195,625	1878	347,030	1871	472,277	1864	363,454
1884	227,270	1877	329,588	1870	556,459	1863	618,520
1883	279,433	1876	451,529	1869	429,655	1862	626,691
1882	266,329	1875	440,877	1868	497,660	1861	651,837

The various quantities of the different grades of Flour inspected here, for 1888 being as follows:—

GRADE.	1888. Barrels.	GRADE.	1888. Barrels.
Patent, Winter.....	252	Strong Bakers.....	147
Patent, Spring.....	None	To Sample.....	32,026
Straight Roller.....	28,903	Sour.....	580
Extra.....	24,821	Rejected.....	1,272
Superfine.....	7,731		

STOCKS OF WHEAT AND FLOUR IN STORE AT MONTREAL.

DATE.		1888.		1887.		1886.	
		Flour, brls.	Wheat, bush.	Flour, brls.	Wheat, bush.	Flour, brls.	Wheat, bush.
January	1.....	34,689	137,369	41,732	239,107	42,339	485,611
"	7.....	34,692	159,550	41,743	255,264	43,634	506,586
"	14.....	34,062	193,150	40,447	269,251	43,423	512,905
"	21.....	34,357	203,150	41,220	283,953	43,132	519,807
"	28.....	34,843	202,375	40,132	286,748	43,597	520,032
February	4.....	33,849	217,492	40,732	296,015	42,180	521,684
"	11.....	35,862	232,068	42,598	295,998	43,431	535,884
"	18.....	36,337	232,068	42,587	280,438	47,442	554,524
"	25.....	35,099	247,400	44,307	296,504	46,254	570,883
March	3.....	35,515	265,642	44,558	291,505	47,294	577,933
"	10.....	34,001	279,068	45,152	298,557	48,711	592,213
"	17.....	31,361	285,068	48,105	324,922	50,934	614,729
"	24.....	32,401	304,568	46,472	367,772	53,064	638,325
"	31.....	32,556	335,103	47,985	407,836	54,265	657,436
April	7.....	31,602	871,603	47,982	449,392	55,149	690,947
"	14.....	32,662	406,603	48,397	459,600	56,802	753,755
"	21.....	32,330	422,001	48,172	470,051	57,986	784,207
"	28.....	32,948	526,603	49,054	472,119	57,689	856,969
May	5.....	32,991	620,453	54,668	503,914	58,296	768,203
"	12.....	34,913	348,650	47,647	299,339	53,039	704,384
"	19.....	37,612	421,181	50,164	339,380	55,093	590,861
"	26.....	45,665	261,991	47,950	274,027	58,771	625,671
June	2.....	50,760	237,799	50,373	222,884	61,277	639,386
"	9.....	55,598	229,766	47,918	260,672	59,761	627,453
"	16.....	55,329	346,793	49,792	301,532	58,879	619,211
"	23.....	62,014	327,778	50,278	373,583	58,905	548,521
"	30.....	56,765	266,480	46,183	340,301	61,073	538,665
July	7.....	56,776	282,601	43,875	508,782	60,245	654,897
"	14.....	56,770	334,388	42,760	493,637	55,412	756,873
"	21.....	57,136	363,882	36,190	631,145	53,952	679,862
"	28.....	56,982	374,624	31,917	616,610	51,587	581,531
August	4.....	62,301	253,117	27,938	685,650	47,733	517,173
"	11.....	62,677	319,526	27,211	584,414	42,316	462,739
"	18.....	63,160	292,761	26,539	570,252	43,561	428,546
"	25.....	62,690	308,255	25,106	510,748	42,648	426,977
September	1.....	57,209	319,719	24,430	441,143	44,681	401,977
"	8.....	63,177	382,940	23,260	471,424	45,692	380,508
"	15.....	62,016	390,218	23,264	441,677	40,748	296,386
"	22.....	53,513	425,334	22,722	360,643	40,558	199,462
"	29.....	49,077	391,823	23,466	349,808	42,770	86,842
October	5.....	56,502	407,767	22,545	370,648	42,675	116,128
"	13.....	63,164	373,571	25,713	410,787	49,605	102,57
"	20.....	65,727	317,572	25,437	393,885	46,578	137,102
"	27.....	73,223	301,447	31,436	346,280	44,827	123,500
November	3.....	78,693	273,502	32,181	198,688	44,401	138,852
"	10.....	79,979	263,169	30,947	189,270	46,036	109,754
"	17.....	85,301	252,776	32,673	129,778	41,035	111,620
"	24.....	88,633	347,005	31,532	118,411	38,027	129,476
December	1.....	92,787	423,919	32,363	116,412	37,438	161,774
"	8.....	91,174	527,461	34,561	123,150	37,967	178,631
"	15.....	96,843	586,805	34,145	125,150	38,468	208,111
"	22.....	93,769	592,698	35,541	126,350	41,301	204,541
"	29.....	94,002	600,352	34,689	137,369	41,732	239,107

The visible supply of Grain comprising the stocks in granary at the principal ports of accumulation at lake and seaboard ports, and in transit by water, 29th December, 1888:—

IN STORE AT	Wheat. Bushels.	Corn. Bushels.	Oats. Bushels.	Rye. Bushels.	Barley. Bushels.
New York.....	9,328,994	1,804,894	1,899,658	86,849	126,126
“ afloat.....	240,000	66,400	263,000	23,800	191,800
Albany.....	1,000	48,000	118,900	42,100	144,250
Buffalo.....	3,546,218	366,591	41,959	82,842	635,543
“ afloat.....	.....	.....	30,000	.....	.....
Chicago.....	4,659,313	1,669,610	3,460,728	774,249	203,373
“ afloat.....	.....	.....	.....	.....	.....
Milwaukee.....	1,073,632	26,498	40,183	270,540	227,659
“ afloat.....	.....	.....	.....	.....	.....
Duluth.....	977,448	4,573	38,124	.....	.....
“ afloat.....	.....	.....	.....	.....	.....
Toledo.....	1,926,707	156,193	52,755	46,028	.....
Detroit.....	974,140	85,121	25,875	21,173	65,052
Oswego.....	.....	75,000	.....	.....	610,000
St. Louis.....	3,722,843	1,139,117	647,274	109,292	130,438
Cincinnati.....	85,000	5,000	8,000	96,000	64,000
Boston.....	9,047	533,698	599,418	400	35,716
Toronto.....	113,445	.....	3,000	.....	214,255
Montreal.....	600,352	31,941	22,840	.....	35,953
Philadelphia.....	504,763	240,466	124,676	.....	.....
Peoria.....	130,766	84,862	551,462	93,009	119,736
Indianapolis.....	380,313	29,218	73,639	5,382	.....
Kansas City.....	268,775	109,090	327,359	11,939	.....
Baltimore.....	1,562,887	1,835,546	127,156	15,235	.....
“ afloat.....	.....	.....	.....	.....	.....
Minneapolis.....	7,936,204	19,747	165,421	.....	.....
St. Paul.....	260,000	.....	.....	.....	.....
On Mississippi River.....	.....	165,585	2,735	.....	.....
On Lakes.....	.....	.....	.....	.....	.....
On Canal and River.....	.....	.....	.....	.....	.....
Total 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
“ Jan. 2, 1886.....	58,645,325	10,255,337	3,419,251	2,393,768	774,819
“ Dec. 26, 1885.....	58,431,813	8,320,695	2,880,968	2,327,152	815,075
“ Jan. 3, 1885.....	43,366,972	4,754,497	2,347,970	1,751,994	567,221
“ Dec. 27, 1884.....	43,382,190	4,124,812	2,319,974	1,935,587	624,343
“ Dec. 29, 1883.....	35,507,400	9,695,044	6,229,342	3,292,196	2,673,349
“ Dec. 30, 1882.....	21,048,017	9,104,137	4,423,374	3,010,154	1,470,085
“ Dec. 24, 1881.....	17,924,617	17,382,227	2,754,109	2,892,101	1,317,973
“ 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 THIRTEEN YEARS.

YEAR.	LONDON.		LIVERPOOL.	
	WHEAT, qrs.	CORN, qrs.	WHEAT, qrs.	CORN, qrs.
1888	410,000	55,000	560,000	95,000
1887	275,000	40,000	760,000	75,000
1886	225,400	.....	350,000	55,000
1885	615,000	55,000	735,000	65,000
1884	370,000	25,000	390,000	40,000
1883	975,000	55,000	873,000	75,000
1882	430,000	25,000	623,000	38,000
1881	330,000	55,000	265,000	155,000
1880	235,000	55,000	115,000	125,000
1879	450,000	55,000	470,000	55,000
1878	290,000	150,000	150,000	180,000
1877	520,000	40,100	353,000	50,000
1876	345,000	215,000	311,000	139,000

On passage to United Kingdom 31st December, 1887: Wheat, 1,447,000 qrs.; Corn, 338,000 qrs.; 31st December, 1888: Wheat, 2,273,000 qrs.; Corn, 231,000 qrs.

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

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

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

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

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

OBITUARY.

The Honourable Thos. White, Minister of the Interior, died 21st April, 1888. Although at the time of his decease, the Honourable Thos. White was not a member of this Board, yet his former long and faithful services, both as a member of the Council and of the Executive of the Dominion Board of Trade, justifies a reference to it in this Report. The Council summoned the membership of the Board to attend the funeral, and adopted a resolution expressing its sense of Mr. White's great worth, and of the loss sustained by Montreal and the Dominion generally in his death. The Corn Exchange Association also adopted suitable resolutions and attended the funeral.

Mr. John Ogilvie, died 23rd July, 1888. By the death of Mr. John Ogilvie, the Corn Exchange Association lost one of its oldest and most valued members, and a member of its Committee of Management. The Association held a special meeting at which resolutions were passed testifying to the regard felt for Mr. Ogilvie by the members, and at the funeral there was a large representation of the members of the Corn Exchange Association and of the Board of Trade.

Mr. Alexander Murray, Second Vice-President of the Montreal Board of Trade, died 29th December, 1888. The sudden and unexpected death of Mr. Murray was a sad blow to all who knew him, and was felt to be a great loss to the Board by his colleagues on the Council and the membership generally, for he had, in the transaction of business at the Meetings of Council, shewn exceptional ability. The unusually large attendance of members at the funeral, testified to the regard in which Mr. Murray was held by the Board.

RESIGNATION OF A MEMBER OF COUNCIL.

At the first meeting of the Council after its election, a letter was submitted from Mr. Jonathan Hodgson, declining to serve owing to business engagements. The Council accepted that resignation, and in accordance with the Act of Incorporation, proceeded to fill the vacancy, Mr. James R. Wilson of Messrs. Thos. Robertson & Co., being elected to replace Mr. Hodgson.

GUARANTEE SCHEME (PROVISION FOR FAMILIES OF DECEASED MEMBERS).

The revised Guarantee Scheme of the Board, adopted by a unanimous vote at last annual meeting, was duly communicated to each member of the Board, but as barely two hundred applications were received for membership therein, the Council was obliged to abandon it. The failure of members to support either of the schemes presented to them is to be regretted, as the Council believes that the Guarantee Scheme once in operation, the membership certificates would become more valuable. It may be that the incoming Council will succeed in devising a scheme that shall be at once sound and acceptable to members, two conditions that have so far apparently proved incompatible.

AMENDMENTS TO BY-LAWS.

The Council, at the request of some members, submitted to the October Quarterly General Meeting of the Board, an amendment to By-Law 6, whereby the date at which membership certificates became transferable, would be changed from 1st July, 1890, to 1st January, 1889, and the transfer fee be increased from one dollar to five dollars. The amended By-Law was unanimously adopted, and under its provisions some members who were leaving the city, disposed of their certificates to other gentlemen desirous of procuring membership in the Board.

AMENDED BY-LAW NO. 6.

A Certificate of Membership bearing the official seal of the Corporation, and the signatures of the President and Secretary, shall be granted to every member, the same to be transferable after 31st December, 1888, only to a person duly elected to membership upon the payment of a transfer fee of Five Dollars, and any unpaid assessment due by the transferor. The certificate of a deceased member may be transferred by his legal representatives subject to the aforesaid restrictions.

THE READING ROOM

The Reading Room of the Board increases in popularity as its attractions become better known to the members, the average attendance being about one hundred daily. A list of the newspapers and periodicals supplied is given here, from which it will be seen that some additions have been made, the most important being the daily edition of *The London Times*. The Council desire it to be understood that recommendations from members for further additions to the list will receive consideration.

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

D A I L I E S .

CANADIAN.

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

COLONIAL.

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

New York.....	Herald. Evening Post. Commercial Bulletin. Journal of Commerce. Courrier des Etats-Unis.
Boston.....	Advertiser.
Baltimore.....	American.
Chicago.....	Tribune.
Milwaukee.....	Sentinel.
Minneapolis.....	Tribune.
Toledo.....	Blade.
Detroit.....	Free Press.
	BRITISH.
London.....	Times (daily edition.) Daily News.
Glasgow.....	Herald.

W E E K L I E S .

CANADIAN.

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

AMERICAN.

San Francisco...	Weekly Call.
St. Louis.....	Weekly Globe Democrat.
New Orleans...	Weekly Times Democrat.
Detroit.....	Weekly Free Press.
Cincinnati.....	Price Current.
Chicago.....	Farmers' Review. Daily Business.
New York.....	Traffon's Circular. Produce Exchange Circular. Maritime Shipping Register. "Bradstreets." Financial and Mining Record. Canal Advocate. Weekly World. Scottish World. Harper's Weekly. Scientific American & Supple't Spirit of the Times. Forest and Stream.

	BRITISH.		AMERICAN.
London	Graphic. Illustrated London News. Sporting and Dramatic News. Building News. Punch. Judy. Fun. Field. Truth. Pall Mall Budget. St. James Budget. Athenæum. Spectator. Saturday Review. Public Opinion. Notes and Queries. Economist. Mark Lane Express. Canadian Gazette.	New York	Harper's Magazine. Century Magazine. Scribner's Magazine. Outing. North American Review. Office. Popular Science Monthly. Art Amateur. Art Age Architects edit. Scient. Amer.
Liverpool	Weekly Mercury.	Boston	Atlantic Monthly.
Birmingham ..	Weekly Post.		BRITISH.
Manchester ..	Weekly Courier.	London	Chamber of Commerce Journ. British Trade Journal. Board of Trade Journal. (Gov.) European Mail. Fortnightly Review. Nineteenth Century. Contemporary Review. Universal Review English Illustrated Magazine. Leisure Hour. Art Journal. Magazine of Art. Portfolio.
Newcastle	Weekly Chronicle.	Edinburgh	Blackwood's Magazine. Scottish Art Review.
Edinburgh	Weekly Scotsman.		CONTINENTAL.
Glasgow	Weekly Mail.	Paris	Revue Universelle Illustrée.
Dublin	Weekly Irish Times.		QUARTERLIES.
	CONTINENTAL.		BRITISH.
Paris	Le Monde Illustré. Le Figaro. L'Echo Agricole.	London	Quarterly Review. Edinburgh Review. Century Guild Hobby Horse.
	FORTNIGHTLIES.		ANNUALS.
New York	Art Interchange.	London	Lloyds' Register.
Paris	Revue des deux Mondes. L'Art.	Paris	Bureau Veritas.
	MONTHLIES.	New York	American Record.
	CANADIAN.		
Montreal	Insurance & Finance Chron'c.		
Toronto	Monthly Weather Review.		

ANNUAL EXCURSION OF THE CORN EXCHANGE ASSOCIATION.

The Annual Excursion of the Corn Exchange Association took place to Sorel, per steamer "Three Rivers," on Thursday, 13th September, and although the weather was somewhat unfavourable for the outing, it interfered little with the enjoyment of the party.

On arrival at Sorel, the visitors were escorted by the Mayor (Dr. Taillon) and Town Council to their handsome and well appointed Town Hall, where, after an official interchange of courtesies, they were entertained to a choice repast, at which several toasts were honoured. Upon leaving Sorel, dinner was served on board the steamer, and Montreal reached by 11 p.m.

FIRST ANNUAL DINNER OF THE BOARD.

Last year the Council, deeming that a Board Dinner would be desirable as affording an opportunity for social intercourse, endeavoured to make the necessary arrangements, but the annual meeting and other urgent business prevented its being carried out. The project was renewed this year, and on Wednesday, the 23rd of January, the dinner took place in the dining hall of the Windsor Hotel. Invitations were addressed to His Excellency the Governor-General (Lord Stanley, of Preston), with his Aides-de-Camp; to Sir John A. Macdonald, Sir Hector Langevin, Hon. G. E. Foster, and other members of the Cabinet; to the past and present leaders of the Opposition in the Dominion Parliament; to the Lieutenant-Governors and Premiers of all the Provinces; to the M. P.'s on the Island of Montreal; the Presidents of the leading Canadian and United States Boards of Trade; the Consuls of France, Spain, Germany, and the United States; and to many others. The issue of tickets was restricted to 450, in consequence of the limited space, and they were taken up by members long before the event.

It remains only to record that the Dinner was honoured by the presence of His Excellency Lord Stanley, Sir John A. Macdonald, Sir Hector Langevin, Hon. G. E. Foster, and a number of other distinguished guests, and that it was such a brilliant success as to render it probable that it will hereafter become an annual event.

The speeches delivered were, many of them, of the most interesting and instructive character, and the general feeling, so far as the Council can ascertain, has been one of satisfaction with the arrangements.

NEW PREMISES.

This matter has received anxious consideration during the past year, and has occupied the attention of a Special Committee; but no results have so far been reached, the demands of property-owners being considered excessive.

CONCLUSION.

The Council has again to express its sense of the value of the services rendered by the Secretary, Mr. George Hadrill, who has been untiring in his devotion to the work of the Board; to the other members of the staff its best thanks are due.

The whole respectfully submitted.

GEO. A. DRUMMOND,
President.

MONTREAL, 5th February, 1889.

MONTREAL BOARD OF TRADE.

OFFICE-BEARERS AND MEMBERS FOR 1888.

PRESIDENT: HON. GEO. A. DRUMMOND.

1ST VICE-PRES: JACQUES GRENIER.

2ND VICE-PRES: ALEX. MURRAY

TREASURER: ROBERT ARCHER.

COUNCIL.

A. A. AYER,
H. A. BUDDEN,
JAS. P. CLEGHORN,
CHAS. H. GOULD.

C. P. HEBERT,
R. C. JAMIESON,
EDGAR JUDGE,
W. C. MUNDERLOH,

JAS. SLESSOR,
GEO. W. STEPHENS,
JOHN TORRANCE,
JAS. R. WILSON,

BOARD OF ARBITRATION.

ANDREW ALLAN,
GEORGE CHILDS,
ANDREW F. GAULT,
E. B. GREENSHIELDS,

JONATHAN HODGSON,
JOHN KERRY,
HUGH MACKAY,
HUGH McLENNAN,

EDWARD MURPHY,
JOHN OGILVIE,
R. T. ROUTH,
L. TOURVILLE,

Secretary - - - - - GEO. HADRILL.

MEMBERS.

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

* Members Corn Exchange Association.

† Members Wholesale Grocers Association.

LIST OF MEMBERS.—Continued.

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

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

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

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 † Members Wholesale Grocers Association.

*Quintal, Joseph

LIST OF MEMBERS.—Continued.

†Quintal, Jos Ed	Routh, F A	Smith, G F C	Tees, Wm
Racine, Alphonse	Routh, J H	Smith, H	†Telmosse, L W
Radford, Ed	*Routh, R T	Smith, James H	Tellier, H J
Radford, Walter	Row, John	*Smith, J Lionel	Tester, J W
Rae, Jackson	Royal Canadian Ins Co	Smith, J Murray	Tiffin, H J
Ramsay, Alex	Russell, Hugh	*Smith, Lionel J	Thibaudeau, Hon J R
Ramsay, J C	Russell, Jno J	Smith, M B	*Thom, James
Ramsay, W M	Ryan, M P	Smith, R A	Thomas, F Wolferstan
Rankin, Jas L	Sadler, Geo W	Smith, Wm	Thomas, R K
†Ransom, H	Saffery, Fred M	*Smith, Wm B	Thompson, Edwin
*Raphael, H W	Samuel, Thos	*Smith, W Howe	Thompson, M M
Rawlings, Ed	Saunderson, C E	Smith, Wm Oliver	Thompson, W A
Rayside, Jas	Sauvageau, T	Smithers, Geo H	*Thomson, A D
Rea, David	Savage, Ed J	Smyth, Chas E	*Thomson, Adam G
Reaves, Geo	Savage, J G	Sneetsinger, J G	*Thomson, D G
Redfern, J H	Scheyer, Hermann S	Snow, Wm	*Thomson, Geo A
Redpath, F R	Sclater, C P	Snowden, C C	Thomson, Jas
Reed, Chas N	Slater, Wm	Somerville, C A	Thomson, Malcolm
Reed, John J	Scholes, Francis	Sonne, Thomas	Thouret, Emile
Reed, Stewart	Schultz, Ed	Spink, Jno L	Thurston, I D
Reid, Wm	Schwob, M	Strangman, Chas	*Torrance, John
Rees, D J	Scott, Andrew R	Stanceliffe, F	*Torrance, John, jr
*Reford, R	Scott, Gilbert	"Star" Representativ	Torrance, W F
Regan, H H	Scott, Henry C	Stark, R J	*Tough, Alexander
Reid, Thos	Scott, Jas	Stark, W M	Tough, John
Reid, Wm	Scott, Jno H	Starke, Geo R	*Tourville, Louis
Reinhardt, Chas S	Scott, J P	Starke, R G	Townsend, S B
*Rendell, Jas E	*Scott, Wm	Stearns, I H	Trimble, Thomas
Reynolds, E S	Seath, David	Stearns, Sargent P	Trottier, A A
Reynolds, F X	Seath, W	Stephen, Francis	Trottier, Louis T
*Richelieu & O. Nav Co	Seath, W	Stephens, G W	*Truteau, A C
Rickaby, J B H	†Semple, J H	Stephens, Jno	*Tudor, Ed J
Riddell, A F	Shallow, F D	Stevenson, Arch W	Turnbull, Thos T
Riley, J J	Shanly, Walter (C E)	Stevenson, J Alex	†Turner, A D
Rintoul, W H	Sharpe, Ed S	*Stevenson, P S	Turner, R
Roach, Walter	Shaughnessy, Thos G	Stevenson, R R	*Turpin, W J
Robert, J B	*Shaw, Jas	Stevenson, S C	Tyre, Robt W
Robertson, Alex	Shaw, Jas G	Stephenson, W A	
*Robertson, Andrew	Shaw, J Hamden	Stewart, Alex	*Vadinaet, Louis
Robertson, Andrew S	Shaw, Robert	Stewart, A B	Vaillancourt, J A
*Robertson, David	*Shaw, Thomas	Stewart, David	Vallée, C A
Robertson, G Ross	Shaw, Wm	Stewart, Jas	Van Horne, W C
Robertson, Farquhar	Shearer, James	*Stewart, James F	Vaughan, F S
Robertson, John	Shearer, Jas T	*Stewart, Wm	*Viau, C T
Robertson, John A	Shearer, Jno S	*Stewart, Wm	†Villeneuve, J O
Robertson, J B	Shorey, C L	Stirling, John	Vipond, Geo
Robertson, Wm	Shorey, Hollis	Stonegrave, A C	Vipond, T J
Robertson, W F	Shorey, S O	*Strachan, James	*Vipond, T S
*Robillard, Jos	Short, R Allan	Strachan, Wm	
*Robinson, G W	Sidey, D D	Stroud, H W	*Wade, E J
Robinson, T B	*Sidey, J G	Stroud, W D	Wainwright, Wm
†Robitaille, J A	Silverman, Simon	Stuart, J Fraser	*Wait, George
Rodger, James	Simmons, John	Stuart, W W	Walbank, Wm McLea
Rolland, J D	Simms, Francis H	St Arnaud, L N	Walker, F W
Rolland, Oet	*Simms, Robert	St Denis, Edouard	Walker, John
Rolland, P D	Simpson, Geo W	St George, Percival W	Walters, Chas H
Ronayne, E P	Simpson, J Cradock	St Louis, L	Ward, J K
Root, C J, jr	Sims, A Haig	*Ste Marie, Louis, MP	*Ward, Joseph
Rose, J B	Sims, Lindsay D	*St Onge, S	Wardlow, Jas H
Rose, J C	Sincennes, McNaugh-	Sumner, Geo	Warren, W H
Ross, D Ross	ton Line	Sutherland, Geo A	*Warrington, F H
Ross, D W	Sinclair David	Tasker, James	*Warrington, Jno T
Ross, Geo D	*Sinton, Jas C	*Tatley, Wm	Watier, Geo N
Ross, Jas G	Sise, C F	Taylor, A T	Watson, David
Ross, Philip S	Slessor, James	Taylor, Ed T	Watson, J C
Ross, Robt	Slessor, Wm P	Taylor, Homer	Watson, W W
Ross, R S	Small, Wm	Taylor, Jas A	Watt, Alexander
Ross, W G	Small, E A	Taylor, John	Watt, Alex McTavish
Ross, W R	Smardon, Rich	Taylor, W Sutherland	*Watt, D A P
Rothwell, Ed E	Smith, Chas F	†Tees, D T	Weir, Godfrey
	Smith, Sir Donald A		Weir, Somerville

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LIST OF MEMBERS.—Continued.

Weir, William	Wight, Norman	Wilson, J C	Withers, J Philip
Weir, W H	*Wight, R E	Wilson, J H	"Wilnes" Represen
Welsh, A A	Wiley, A T	Wilson, J R	tative
Welsh, J H M	Wilks, Arthur W	Wilson, J T	Wolf, R
*White, Peter	*Williamson, James	Wilson, Robert	Wonham, W R
White, Richard	Wilson, A A	Wilson, Thomas	Woods, Samuel
White, R S	Wilson, Frank	Wilson, Walter	Wulf, J F
Whitehead, E A	Wilson, Geo S	Wilton, Wm	
Whitham, James	Wilson, Jacob	Wily, Walter	
Whitney, John E M	Wilson, Jas. jr	Winn, J H	Young, Andrew
Whyte, W H	Wilson, James Reid	Wintle, Ernest D	Young, John M

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EXECUTIVE COMMITTEE.

PRESIDENT - - - - - GEO. CHILDS,
 VICE-PRES.:—CHAS. P. HEBERT, TREASURER:—D. T. TEES,

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

COMMITTEE OF ARBITRATION.

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

COMMITTEE ON PRICES.

CHAS. CHAPUT,

CHAS. LACAILLE,

J. C. ROSE.

In Memoriam.

*List of Members of the Montreal Board of Trade
who died during 1888.*

GEO. T. SLATER,	- - - - -	Died (Dec. 27, 1887)
A. DESCHAMPS,	- - - - -	Died Mar. 16, 1888.
HON. JOHN HAMILTON,	- - - - -	Died April 3, 1888.
ALEX. GOWDEY,	- - - - -	Died May 22, 1888.
R. S. CHESNUT,	- - - - -	Died May 31, 1888.
JOHN OGILVIE,	- - - - -	Died July 23, 1888.
THOS. D. KELLY,	- - - - -	Died Sept. 22, 1888.
S. GREENSHIELDS,	- - - - -	Died Nov. 21, 1888.
GEO. KAY,	- - - - -	Died Dec. 3, 1888.
CLAUDE MELANCON.	- - - - -	Died Dec. 3, 1888.
T. S. BROWN,	- - - - -	Died Dec. 26, 1888.
ALEX. MURRAY,	- - - - -	Died Dec. 29, 1888.

