

FIFTY-SIXTH ANNUAL REPORT

OF THE

COUNCIL

OF THE

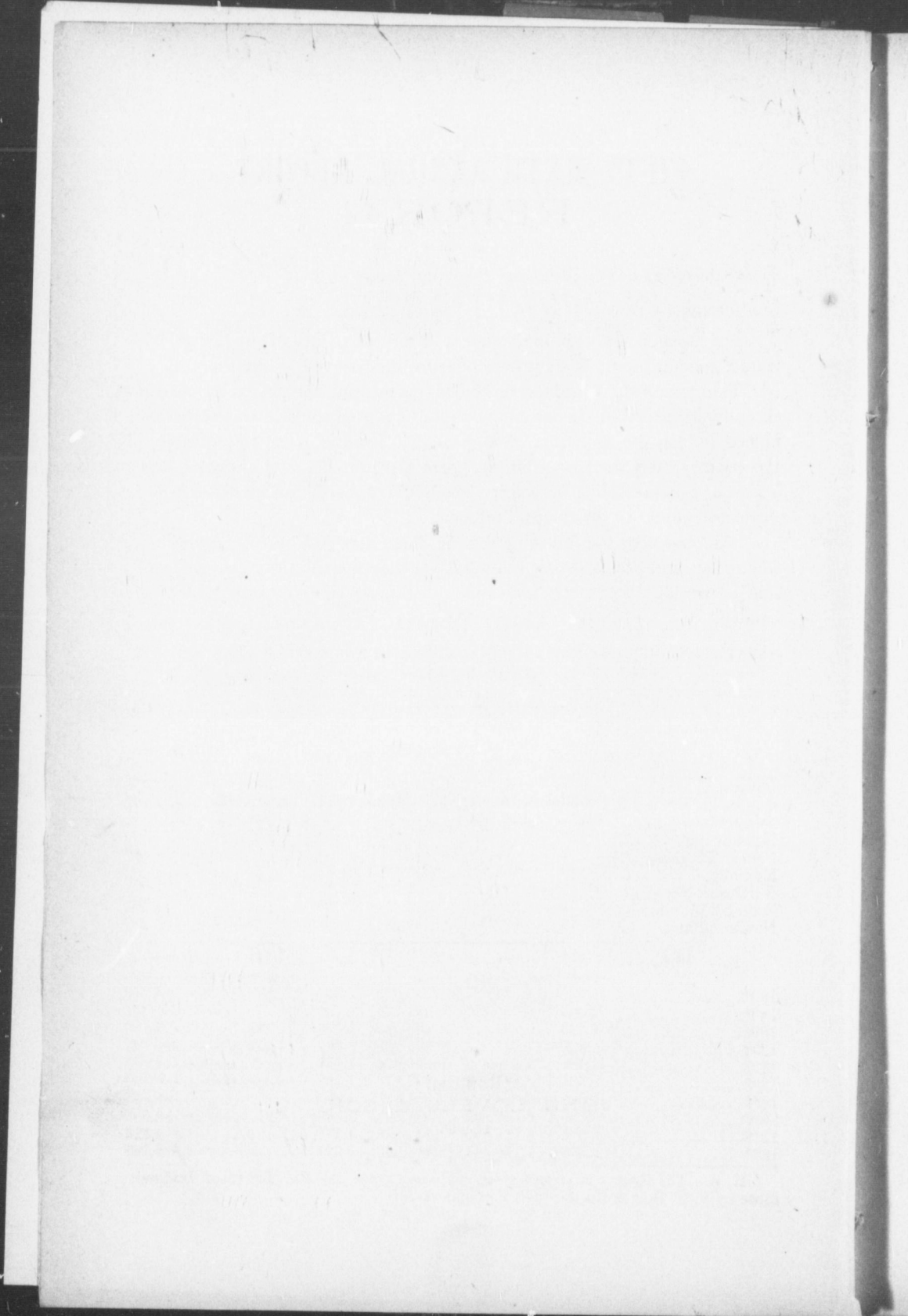
MONTREAL BOARD OF TRADE

BEING

For the Year 1898.

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

Montreal :
JOHN LOVELL & SON,
1899.



REPORT.

To the Members of the Montreal Board of Trade :

GENTLEMEN,—

The Council herewith, in fulfilment of the provisions of by-law 36, presents a general report of its proceedings for the past twelve months.

Throughout the world the revival of trade during the past year has been exceptional, and Canada has enjoyed a full share of the general prosperity ; indeed, it may be said that 1898 proved a turning point in the career of the country, and that, where before there were doubts and anxieties, there is now a general feeling of security which it is hoped the Canadian business world will enjoy for many years to come.

As shown by the following returns, there have not been so few failures since 1887, and not for many years has the list of liabilities been so small ; this is perhaps the surest indication of the prosperous condition of the country.

STATISTICS OF FAILURES IN CANADA (INCLUDING NEWFOUNDLAND), FOR 1898, WITH TOTALS FOR TEN PREVIOUS YEARS.

	ACCORDING TO BRADSTREETS.			ACCORDING TO R. G. DUN & Co.		
	No. of failures	Realized Assets.	Liabilities.	No. of failures	Nominal Assets.	Liabilities.
Ontario.....	633	\$ 1,739,739	\$3,832,697	587	\$ 2,507,982	\$ 3,139,366
Quebec	500	1,393,350	3,910,782	416	3,540,983	4,491,924
New Brunswick ...	78	202,156	417,666	77	320,127	493,435
Nova Scotia.....	125	306,711	650,415	113	406,855	763,855
Prince Ed. Island...	4	21,100	35,900	4	14,500	26,500
Manitoba	29	152,521	329,486	} 44	341,400	362,448
Northwest Ter.	6	24,600	57,000			
British Columbia...	52	245,545	410,154	59	560,247	543,795
Newfoundland.	43	109,205	181,454	34	106,625	171,820
Total 1898.....	1,470	\$ 4,194,927	\$9,825,554	1,334	\$ 7,798,719	\$9,993,143
1897.....	1,927	\$ 5,224,897	\$13,219,379	1,834	\$10,621,527	\$14,265,155
1896.....	2,203	6,751,257	16,274,576	2,140	12,734,544	17,291,736
1895.....	1,923	6,299,177	15,793,559	1,940	12,289,705	17,120,119
1894.....	1,873	11,947,253	23,985,283	1,862	14,424,365	18,490,029
1893.....	1,781	7,388,692	15,690,404	1,754	11,502,764	16,753,103
1892.....	1,682	4,848,095	11,603,210	1,688	9,420,983	13,766,191
1891.....	1,846	6,014,000	14,884,000	1,889	.....	17,100,649
1890.....	1,626	6,746,000	12,482,000	1,847	.....	18,289,935
1889.....	1,616	6,119,585	13,147,910	1,777	.....	14,713,223
1888.....	1,730	7,178,744	15,498,242	1,677	.....	14,081,169

N. B.—The figures of assets given by Bradstreets are for the value realized ; those by R. G. Dun & Co. for their nominal value.

The crops of last year were not only plentiful but profitable, and farmers in the North-West have thereby been enabled to pay their debts, purchase improved machinery, and in many ways benefit themselves.

In the butter and cheese trade, Canada has more than held its own, and to-day the country stands pre-eminent in the exportation of the latter article. Up to eighteen months ago, the trade in butter was largely of an experimental nature; now, however, the basis upon which it stands is firm, and there is certainly a good future before it.

The development of the mineral resources of Canada has shown material improvement, the output being far in excess of what it was a year ago. Many of the mines of British Columbia, which in 1897 were more or less speculative properties, are now paying a reasonable return on the capital invested; this has given an impetus to foreign investments in that province, and the field is rapidly being opened up.

Canadian securities, such as bank-stocks, industrials, street railways, etc., are now selling at higher prices than ever before, indicating an increased volume of money and restored confidence.

In the main the markets have been very profitable to Canadian trade, and the following shipping returns of the port of Montreal show a substantial increase in both the number of sea-going vessels and their tonnage. The increase in the value of merchandise exported is in like ratio, while the imports are also largely in excess of any previous year.

YEARS.	Sea-going Vessels arrived in Port.	Total Tonnage.	Value of Merchandise Exported.	Value of Merchandise Imported.	Customs Duties Collected.
1898.....	868	1,584,072	\$62,729,180	\$61,117,703	\$8,188,891
1897.....	796	1,579,002	55,156,956	47,036,196	6,992,360
1896.....	709	1,216,468	49,160,364	45,900,270	6,619,400
1895.....	640	1,069,386	40,348,197	41,996,686	6,463,103
1894.....	734	1,096,909	40,401,392	42,514,582	6,087,625
1893.....	804	1,151,777	47,700,433	53,796,227	7,038,403
1892.....	735	1,036,707	45,638,275	47,670,361	6,812,083
1891.....	725	938,657	39,344,783	48,418,569	7,297,228
1890.....	746	930,332	32,027,176	45,159,124	9,201,426
1889.....	695	823,165	32,638,270	47,415,620	9,321,981
1888.....	655	782,473	24,049,638	39,856,283	8,778,341
1887.....	767	870,773	29,391,858	43,391,715	8,745,526
1886.....	703	859,699	27,925,916	42,086,266	8,362,618
1885.....	629	680,854	25,209,813	37,042,660	6,682,529
1884.....	626	649,374	27,458,775	41,859,299	6,787,721
1883.....	660	664,263	27,122,891	44,073,915	7,730,637
1882.....	648	554,692	26,503,001	50,527,497	8,395,653
1881.....	569	931,929	25,997,155	41,774,660	7,672,268
1880.....	710	628,271	32,245,941	42,412,648	6,349,789

Another year will undoubtedly see many improvements in the harbour, for during 1898 plans have been gradually maturing which now seem in a fair way of becoming accomplished, thus affording the much-needed facilities for the steamships of larger tonnage which will visit this port in the near future.

THE HARBOUR.

Harbour Improvement.—Your Council at one of its earliest meetings took up the request of the 1897 Council that it would give its earnest attention to the question of the improvement of our harbour and the construction of a dry dock here, and as a commencement assured the Chairman of the Harbour Commissioners of the Council's anxiety to co-operate with that body in procuring a commencement of the improvement works. On 1st March the Harbour Commissioners adopted a lengthy resolution for communication to the Government, of which the following were the concluding clauses:—

“ It is resolved, 1.—That the attention of the Government of the Dominion be again called to the necessity of carrying out a plan of improvements which will make Montreal the national port of the Dominion, and give to the trade and commerce of Canada all the advantages required, and that the expense of the improvements which are necessary in this connection (it being a national work) be borne by the Government of the Dominion without any additional burdens being placed upon the trade and commerce of the port.

“ 2.—That all the members of this Commission do place this matter in proper form before the Government of the Dominion, and urge that steps be taken at as early a time as possible to proceed with and carry on to completion the works and improvements required by the present conditions of the trade and commerce of this port.”

The Council thereafter supported this utterance of the Commissioners by adopting the following resolution, copies of which were communicated to the Corn Exchange Association, the Butter and Cheese Association and La Chambre de Commerce, with a request that they co-operate by adopting a similar endorsatory resolution, with the view of enabling the Council to advise the Dominion Government that the Harbour Commissioners were supported in their representations by all the various trade interests of the port:

That the Council of the Montreal Board of Trade unanimously endorses the resolution adopted by the Montreal Harbour Commissioners calling the attention of the Dominion Government to the necessity of carrying out a plan of harbour improvement suitable to the needs of Montreal as the national port of the Dominion, and affording the trade and commerce of Canada all the advantages required, and the Council most earnestly urges upon

the Government the prayer of that resolution, that, as said improvement works are for the advantage of the Dominion in general, the cost thereof shall be borne by the Federal Government, so that additional taxation of the trade passing through the port may be avoided.

The Corn Exchange Association, the Butter and Cheese Association and La Chambre de Commerce having, as requested, endorsed the resolution of the Harbour Commissioners, the Council took steps to procure the co-operation of other Boards of Trade throughout the country, with the result that several of them supported this Board in its effort to induce the Government to assume the cost of the proposed harbour improvements.

At Council meeting of 30th March there was received from the Harbour Commissioners a memorandum respecting harbour improvement that the Commissioners had recently submitted to the Premier and some other members of the Government, which, after detailing the particulars of the debt on the harbour and the cost of the proposed improvement works, proposed (1) That the Government should take over the payment of the interest on the present debt of the Commission, which, consisting of bonds maturing at different times and carrying various rates of interest, would in due course of time lapse, and thus relieve the country of any further expenditure on that account, (2) That on the new debt which would be created by the new works amounting to \$6,500,000 the Commissioners should pay interest at the rate of $3\frac{1}{2}$ per cent. per annum, being \$162,500, which was the utmost that the Commission felt justified in imposing as a tax on the import and export trade of the port. The Council endorsed this memorandum by the following resolution:—

“ That the Council of the Montreal Board of Trade unanimously endorses the Harbour Commissioners’ memorandum respecting the need for assistance from the Dominion Government towards prosecuting the much-needed improvements in the harbour of Montreal, and the Council hereby prays the Government to grant the request of the Commissioners “submitted in said memorandum.”

Several weeks having elapsed without any progress being made in the matter of harbour improvement, the Council on 14th May addressed the Minister of Public Works (1) communicating copies of resolutions adopted by the different Boards of Trade approving the proposal that the Government should assume the cost of the Montreal harbour improvement works, and (2) asking that the Minister would state for the Council’s information whether the Government had come to any decision in the matter of granting financial assistance for the improvement of Montreal harbour, and what the prospects were for the commencement of the improvement works during

the present season of navigation. The Minister replied as follows: "I have no doubt your Board cannot fail to understand that in matters of such importance I am not in a position to make statements before Council has adjudicated upon them. I hope everything will turn out all right, and that at last the harbour of Montreal will begin to be equipped according to modern ideas."

On 1st June the Council considered a resolution submitted by Mayor Prefontaine at the previous day's meeting of the Harbour Commission, which provided for the acceptance of a loan from the Government of \$2,000,000 at 3 per cent. interest, on condition that \$750,000 thereof be expended below Longueuil Ferry for the establishment of a dry dock, and the equipment of deep water wharves fitted for the construction of grain elevators, etc. Consideration of that resolution resulted in the adoption of the following, which was communicated to the Harbour Commissioners, the Premier, the Minister of Public Works and the Minister of Trade and Commerce:—

That having considered the resolution offered by Mayor Prefontaine at yesterday's meeting of the Harbour Commissioners, the Council of the Montreal Board of Trade hereby records its dissent from that portion thereof which provides for the expenditure of a portion of the loan to be obtained from the Government upon the construction of dry docks, as, while greatly desiring the providing of that most necessary adjunct to the navigation facilities at this port, the Council is and has always been of the opinion that such should be erected as elsewhere by the Government at its own expense as a public work;

That the Council would still advocate very earnestly that the Government should consolidate the whole harbour debt at 3 per cent., and that the Government should now loan the Harbour Commissioners such further sums as they need at a rate not exceeding that figure, but the Council is emphatic in desiring that no expenditure of the Commissioners' funds should be made excepting upon the plan of harbour improvement approved by the Commissioners, and that, if any extension of the harbour eastwards becomes necessary to provide railway facilities, the Council would approve of such extension, provided it were recommended by the Harbour Commissioners.

The Minister of Public Works acknowledged that resolution by the following letter:—

OTTAWA, June 2nd, 1898.

GEORGE HADRILL, ESQ.,
Secretary Board of Trade,
 Montreal.

MY DEAR MR. HADRILL,

I am in receipt of your telegram of to-day to the effect that the Council of the Montreal Board of Trade and the Committee of Management of the Corn Exchange Association

strenuously oppose the condition being attached to the loan advanced to the Harbour Commissioners compelling them to expend portion thereof on a dry dock.

Perhaps if the Board of Trade Council and the Committee of Management of the Corn Exchange Association had asked from the Government explanations as to their intentions, an answer satisfactory to them would have been given.

The above-mentioned Associations and the Montreal Harbour Commissioners have insisted very strongly that the plans for improvements in the centre of the harbour be approved by me. And, as you will remember, after a good deal of negotiations, we have come to a conclusion as to those plans. Then, practically, to the bill which is going to be introduced in the House a condition has been attached, at the request of the Harbour Commissioners, of the Board of Trade and of the Corn Exchange.

Is it not fair that the improvements to be carried out in other parts of the harbour be pointed out in the Bill? Equal justice to all is a principle that cannot be altogether ignored.

Now, perhaps it will be found of interest to go a little back in the past.

In 1894 the Harbour Commissioners petitioned the Government for an advance of \$4,000,000 to be employed as follows:—

\$2,000,000 to complete the arrangements with the City of Montreal and sanctioned by the Governor in-Council and known as Plan No. 6, with the proposed wharves at Maisonneuve;

\$1,000,000 to build an inland basin at such place in the Eastern End of the City as may, upon examination, be found most advantageous;

\$1,000,000 to complete the basin at Wind Mill Point and other parts of the Harbour not included in Plan No. 6.

The Government, at the time, did not think fit to grant the request of the Harbour Commissioners. But, in 1896, they agreed to an advance of \$2,000,000.

By the additional advance of \$2,000,000, which is suggested to-day, the Government will follow up what was begun in 1896.

You will not fail to observe that the Commissioners themselves had agreed, in 1894, when they were asking an advance of \$4,000,000, to spend \$1,000,000 to build an inland basin in the Eastern End of the City.

Now, instead of that inland basin as to which doubts have been expressed, it is requested that \$750,000 be employed to build or equip wharves, in view of locating elevators, and that a certain amount be also employed to build a dry dock. It will not be denied, I think, that grain elevators can be located with great advantage at the Pied du Courant. Do not forget, please, that a magnificent current of grain trade is coming our direction, and that without permanent elevators we cannot successfully grapple with the new condition of things.

The Government, which has the responsibility of the future of the country, which is spending large sums of money to deepen the canals, the harbours, the river St. Lawrence, cannot fail to realize the necessity to provide the best possible means of securing that trade for the St. Lawrence route.

A dry dock in the Port of Montreal has been repeatedly represented to the Government as being of paramount importance.

The Board of Trade themselves petitioned my department on that subject in the month of June last and also in the month of February last. A dry dock, besides being a necessity of the first order, will also be, I have no doubt, a paying enterprise. The erection of such works will lessen the insurance rates and give additional confidence and security to the trade.

With the \$3,400,000, which will be at the disposal of the Harbour Commissioners, they can carry out Plan 12a, upon which we have all agreed, and they can also carry out the equipment of wharves below the St. Mary's Current, in view of locating elevators, and employ the balance towards constructing a dry dock.

The Port of Montreal is a national property. A great deal of time has been lost in equipping it. Plan No. 6 had been approved in 1890, and, as you well know, the guard pier alone has been constructed, while works which were not authorized, such as the Wind Mill Basin, have been carried out.

By the arrangement which is suggested now, both the improvements in the centre of the Harbour and those below St. Mary's Current will be carried out, and both will be included in the Bill.

I have the honor to be,

My dear Mr. Hadrill,

Yours faithfully,

J. ISRAEL TARTE.

To the foregoing the Council sent the following reply :—

OFFICE MONTREAL BOARD OF TRADE.
June 9, 1898.

HONOURABLE J. ISRAEL TARTE,
Minister of Public Works, Ottawa.

SIR,—

I have the honour to acknowledge receipt of your letter of the 2nd inst., and to say that the same was considered by the Council of this Board at its meeting yesterday, when I was directed to reply thereto as follows :—

That with respect to your remark that if the Council had asked the Government for an explanation of its intentions a satisfactory answer would perhaps have been given, the Council submits that there did not seem to be time for such enquiry, and moreover that in view of Mayor Prefontaine's definite statement that the Government made the spending of a certain sum on providing dry docks, etc., below section 33 a condition of the loan, such enquiry appeared unnecessary ;

That the Council has never formally approved of Plan No. 12a, believing the improved form of Plan No. 6, known as plan No. 19, to be far better suited to the requirements of this port, but that, like the Harbour Commissioners, it would have been willing for the Government to carry out Plan No. 12a at its own cost, because, although it affords scarcely any additional lineal wharf space, it does provide wider piers and the much-needed improved wharfage facilities whereby much more expeditious handling of cargo will be possible ;

That the Council takes exception to your claim that the bill authorizing the loan should define where the improvements are to be made ; that is a matter with which the

Harbour Commissioners are best able to deal and indeed is what they are constituted for, nothing short of the Government assuming the cost of the works can, in the Council's opinion, justify dictation as to where and how they should be constructed; no such interference on the part of the Government was ever thought of until 1896, when the Harbour Commissioners accepted a loan granted by an act which most unfortunately contained a clause providing that the consent and approval of the Minister of Public Works is required for the works to be constructed with that loan, but it was not expected that the Minister would interpret that clause to give him the right to originate plans and force them upon the Commissioners;

That with regard to your point that the Commissioners agreed in 1894, when asking an advance of four million dollars, that one million dollars of that amount should be devoted to the construction of an inland basin in the east end of the City, the Council would direct your attention to the following extract from the minutes of the Harbour Commissioners' meeting, of June 5th that year, which shows that the Commissioners were anxious that the one million dollars for the inland basin applied for 10th April, 1894, should not be borrowed until the requirements of trade rendered that basin necessary and revenue producing:

"That for the information of the Chairman, the Board wish it distinctly understood that their understanding of the resolution of the 10th April, 1894, is that it is the hope of the Board that the Government will advance money to the Commissioners as may be required on bonds bearing 3½ per cent.

"1st. To complete Plan No. 6, say \$2,000,000, and to replace bonds maturing during the next five years by renewal \$489,000.

"2nd. And a further sum of \$2,000,000, of which \$1,000,000 for the Windmill Point basin and other parts of the harbour not included in Plan No. 6, and \$1,000,000 for the inland basins in the east end of the harbour when the necessities of the trade shall require them, and when on specifications it can be shown that they can be built at such expense as will not increase the harbour charges."

In this connection the Council would point out that the policy of the Harbour Commissioners, with which the Council of this Board has been in thorough accord, has uniformly been a simple business policy, viz., to provide increased harbour accommodation wherever and whenever it was needed for the accommodation of the trade of the port, and to borrow funds for the construction of such works as they proceeded. The present Council is of the same opinion as its predecessors in office, and it asks that such moneys as the Harbour Commissioners require shall be placed at their disposal at a low rate of interest, the same to be expended year by year on such progressive income yielding works as the Commissioners may from time to time determine upon, subject of course to their being approved by His Excellency in Council.

That harbour extension below the St. Mary's current will in the future become necessary seems to be certain, but it is not at present of the pressing importance that the improvement of the central portion of the harbour is; moreover, the Government Engineering Commission, in its report of April 16, 1895, signed by Messrs. Thos. Munro, Louis Coste, and Wm. P. Anderson, while most emphatic as to the need for harbour extension and a dry dock at Maisonneuve, is equally emphatic in stating that the national importance of the trade to be provided for, warrants the Dominion Government in assuming the cost of these works.

Of the need for a dry dock there can be no question, and the Council has persistently urged upon the Government the construction of such a dock at this port, but the Council never contemplated that the cost of the work should be a tax on the trade of the harbour, for dry docks are not remunerative, the revenue from the Levis dock for example being but a very small proportion of the interest on its total cost. The Council therefore renews its protest against the construction of a dry dock at the expense and risk of the harbour revenue,—nowhere else in the Dominion are such works so constructed, and the Council's claim that Montreal be put on the same footing as other ports is just and should be granted.

Grain storage elevators are also an urgent necessity at this port, and the Council thoroughly agrees with you in believing that free sites on harbour property should be afforded for their erection, but it is submitted that the provision of elevator buildings does not properly come within the function of the Harbour Commissioners. Moreover, in addition to any elevators which may be erected in the harbour by the railway and water carriers, it is most essential that one or more independent elevators should be owned or controlled by the Government, so that any vessel could deliver grain thereto or obtain grain therefrom ; such elevator facilities are urgently required to facilitate the movement of grain cargoes via the enlarged canals and for export shipments via the Intercolonial railway.

In brief the position taken by the Council is :—

(1) That the Government should assume the cost of all future works for the improvement of the harbour.

(2) That if the Government will not assume the cost of the harbour improvements, it owes it to Montreal as the national port of the Dominion to loan the Harbour Commissioners at a low rate of interest an amount sufficient to enable them to carry out these works, and that such loan should be untrammelled with conditions as to the expenditure thereof.

(3) That while both a dry dock and elevators are a necessity for the trade of this port, under no circumstances should either of these works be made a charge upon the harbour revenues, but that the Government should, as speedily as possible, provide at its own cost, both a dry dock and grain storage elevators.

I have the honour to be, Sir,

Your obedient servant,

GEO. HADRILL, *Secretary.*

The Minister did not reply to that letter, and about this date (13th June) Parliament adopted legislation in direct opposition to the Council's views as expressed in its closing paragraphs, saving that a low rate of interest was conceded. The Act provides for a loan of two million dollars to the Montreal Harbour Commissioners at the rate of three per cent. per annum, the loan being trammelled with conditions requiring expenditure on the construction of new wharves according to Plan No. 12a, and the application of \$750,000 towards the building of dry docks, wharves, etc., in that portion of the harbour below St. Mary's current. Thus, under this new

legislation adopted in face of your Council's protest against any additional burdens on the trade of the port, the cost of the dry dock becomes a charge upon the harbour revenues.

Later on in the year (23rd November) the Council, noting the difference of opinion between the Mayor and the other members of the Harbour Commission respecting the location of the proposed dry dock, unanimously adopted the following resolution :—

That the Council of the Montreal Board of Trade hereby records its conviction that no site for a dry dock at this port should be selected that would not provide for the future inland extension of such dock to a length of at least eight hundred feet ;

And that a copy of this resolution be forwarded to the Honourable the Minister of Public Works and to the Harbour Commissioners.

The Minister of Public Works in acknowledging that resolution wrote as follows :—

“ You may rest assured that I will give my best consideration to the plans of the dry dock as to other plans which will be submitted to me for the improvement of our great national harbour.

“ When things have taken a more definite shape, perhaps I would ask the favour of an interview with the members of the Council of the Board of Trade. I consider that the question of the harbour improvements is one of the most important for the welfare of Canada, and I will be only too glad to avail myself of the experience and knowledge of the members of the Council of your Board.”

The Council takes this opportunity of acknowledging (1) Mr. Harling's services in proceeding to Toronto in March, and there addressing the Toronto Board of Trade with respect to the claim of Montreal as the national port of the Dominion, for Governmental assistance in improving her harbour facilities—and (2) of recording its appreciation of the favourable effect produced by Mr. Miles taking advantage of a visit to St. John in May, to procure an interview with the Board of Trade of that City, and placing before that body the true position of Montreal harbour affairs and the fact that no financial assistance has ever been received from the Dominion Government towards Montreal harbour works.

In concluding this necessarily lengthy reference to harbour matters the Council desires to express most emphatically its conviction of the urgent need for the most energetic prosecution of the improvement works, for it fears that, unless they are pushed to a speedy completion, the trade, to secure which they are being constructed, will in the meantime have found other channels.

Need for Grain Elevators in the Harbour.—The Council has not deemed it necessary, in the present initiatory position of the works for harbour improvement, to renew the representations made to the Government by the 1897 Council in favour of the erection of a grain elevator in the Harbour, but it takes this opportunity of recording its conviction of the need for the provision in the near future, of the latest and most improved facilities for the receiving of grain from inland craft and railway cars, and its transfer into the ocean vessel.

Election of a Harbour Commissioner.—Mr. David G. Thomson's term of office as Board of Trade Harbour Commissioner expiring on 1st August, a special general meeting of the Board was held on that day, at which Mr. Thomson was unanimously re-elected Board of Trade Commissioner for the four years ending 1st August, 1902. Mr. Thomson has presented the following report respecting the harbour during the past year : —

MONTREAL, 4th January, 1899.

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

GENTLEMEN,—As your representative on the Harbour Commission I beg to submit the following report for the year 1898.

A request having been made by the shipping firms using the Commissioners' Wharf for an addition of some three hundred feet to its lower end so that berth room might thereby be afforded for transient steamers not otherwise provided for at the upper part of the Harbour, the Commissioners decided to make the addition, and work was commenced early in the spring, and completed so that ships were berthed there during the last months of the past season. From this point (section 27 of the Harbour) to Longueuil Ferry, there are only twelve feet of water at the wharves and they are used by local craft only which do not require deep water wharves.

The new wharf on the south east side of Windmill Basin, completed in the fall of 1897, was used during the past season principally for the discharging and storage of bulky freight, such as cement, etc. ; that basin has now a depth of twenty-six and one-half feet at low water, but should be further deepened so as to give say thirty feet at low water. The Grand Trunk Railway have constructed a grain conveyer from their elevator on Mill street to alongside the ships' berth there, which will enable them to meet a long-felt want in the harbor, *i.e.*, the delivery of cargo direct from the elevator to the vessel, and, as twenty-six and one-half feet of water will be insufficient for the class of vessels that have already applied for berth space at this wharf, the whole basin should be further deepened and the channel widened from the upper west end to the entrance at the east end of this basin.

Considerable work has been done on the Guard Pier during the season. The pier has been carried up and joined to the abutment of the Victoria Bridge ; four culverts were put in at the upper end of the pier so as to allow of an inflow of water from the river into the basin ; the opening near the middle of the pier (where trestle work was necessary for the convenience of discharging the material used in construction) has been closed as far as pos-

sible with the view of preventing the ice shoving and carrying away the remaining still needed trestle work, and at the same time affording a still water basin in front of the city from the Victoria Pier to the upper end of Windmill Basin, safe to winter vessels in and to move them about with comparative safety during the season of navigation.

On 13th June, 1898, "An Act (61 Vict., chap. 47), to grant further aid to the Harbour Commissioners of Montreal," was passed by the Dominion Parliament, which Act authorized an advance to the Commissioners by the Dominion Government of the sum of \$2,000,000 at the rate of 3 per cent. per annum (this being in addition to the \$2,000,000 authorized at 3½ per cent. per annum, two years earlier, 23rd April, 1896, and of which \$700,000 still remains to be drawn). Out of these moneys the Act provides for the construction of new wharves according to plan 12a, subject to such modifications as the Harbour Commissioners, with the consent and approval of the Minister of Public Works, may make, and also subject to the application of the sum of \$750,000 towards the building or improvement of wharves, structures and other accommodations, including the building of a Dry Dock in that part of the Harbour of Montreal below the point known as St. Mary's Current.

Plan 12a was drawn as a low level plan, but, on the strong recommendation of the Commissioners in favour of the high level, the Minister's approval was given to it being so built. Therefore, the Commissioners had another plan, namely, 12a2, prepared by their own Chief Engineer and the City Surveyor, which showed the following modifications as compared with Plan 12a:—The minimum width of Commissioners street in the former to be 80 feet, and the latter 100 feet; the maximum width in the former opposite Bonsecours market to be 100 feet in the latter, opposite St. Gabriel street, about 140 feet; by the former the width of shore wharves to be 210 feet; by the latter, 240 feet; by the former, the width of entrance between the Guard Pier and the extreme point of the lowest new pier, 640 feet; by the latter, 590 feet; there are also some minor differences.

This plan 12a2 on the high level was approved by the Commissioners and the Minister of Public Works early in September, and also accepted by the City Council, construction being thereafter commenced on the lower of the three piers, about 450 feet of crib work having been built and filled up to three feet above low water. The work will be resumed as soon as navigation opens, and further additions made with crib work already in construction.

The Commissioners have contracted for timber to be delivered in the spring to be used for the construction of the wharves in the east end of the harbor, in accordance with the terms of the Act of 13th June last. A contract has also been entered into for the construction of a powerful steam tug, and a large and modern steam dredge, as some of the plant now owned by the trust was found to be unequal to doing the required work economically.

In August last the Commissioners advertised for land below St. Mary's current suitable for a dry dock, as required by the Act passed last session of Parliament, but up to the present date no site has been chosen; in the meantime the President has been authorized to purchase a site on certain conditions.

The Commissioners, including the undersigned, leave to-day on a visit to the principal

Atlantic ports, to see dry docks, modern wharves and terminal facilities, with a view to enable them to decide what is best to be done in this way for the lower part of Montreal Harbour.

Comparative Statement of Revenue and Tonnage for the years 1898 and 1897.

	1898	1897	Increase 1898
Number of sea-going vessels....	868	796	72
Tonnage of do	1,584,072	1,379,002	205,070
Number of Inland vessels.....	6,941	6,384	557
Tonnage of do	1,807,892	1,134,346	673,546
Total Revenue.....	\$296,585	\$255,416	41,169

The whole respectfully submitted,

D. G. THOMSON,
Board of Trade Harbour Commissioner.

THE SHIP-CHANNEL, BUOY SERVICE, LIGHTS, PILOTAGE, &C.

The Pilotage Commission.—On 18th November, 1897, the Council of last year memorialized the Governor-General-in-Council with regard to the safeguards to navigation in the ship channel. The memorial concluded with the following paragraph with respect to the pilots :

“There are serious difficulties between the Montreal and Quebec pilots and ship owners, both parties claiming to have grievances. Your Memorialists ask that you will cause said grievances to be investigated with a view to bringing about a better state of feeling between the two parties.”

This request of that memorial was met by the Government appointing a commission to investigate pilotage matters, the Montreal sessions of which opened at the Harbour Commissioners' office 17th January, 1898. The Council was represented before that commission by your President, first Vice-President and Mr. Harling, another member (Mr. E. L. Bond) attending on behalf of the Marine Underwriters' Association. The report of that Commission has not yet been issued, but it is anxiously awaited by all interested in the improvement of the Pilotage System.

Extension of Number of Trips of Regular Pilots.—The following resolution which is self-explanatory was adopted on 21st September, and communicated to the Minister of Marine and Fisheries :

“Whereas, this Council has had its attention drawn to the Harbour Commissioners' by-law No. 109, whereby special pilots engaged by regular lines for the season are limited to thirty trips, after which *tour de role* pilots must be employed ;

Whereas, two of the lines have about exhausted the limit set by such by-law, and, as these lines have in their service some of the largest vessels coming to the port, it is very evident that the interests of the port and the mercantile community would be best conserved by allowing the same pilots who have handled these vessels to continue to do so, more particularly as, owing to low water, the present period requires all the best skill that can be obtained; therefore,

Resolved, That in view of these facts, this Council hereby prays the Honourable the Minister of Marine and Fisheries to immediately authorize the Harbour Commissioners of Montreal to suspend in such cases as they may deem necessary, from date until the close of navigation, their by-law No. 109."

This resolution led to correspondence between the Department and the Harbour Commissioners, the same resulting in the Council's desire being practically conceded, the Department communicating a letter from the Commissioners, stating as follows :

"It was finally decided that there was no need to repeal or amend by-law No. 109 at the present time, the *tour de role* representative promising that all the trans-Atlantic lines whose pilots are likely to exceed thirty trips will be allowed to still employ their own pilots for such of their large vessels as the several agents may indicate that they still wish their own pilots to serve. The Commissioners consider that this will remove all the difficulty foreseen by the Montreal Board of Trade, and that the few lines affected will be fully satisfied."

In communicating this extract the Deputy Minister assured the Council that the Minister (the Hon. Louis Davies) takes the greatest interest possible in the shipping matters of Montreal, and that, on his return to Ottawa from the Commission then sitting in Quebec, the whole subject of pilotage is to be brought before him, and that the Minister trusted that the changes that would be effected next year would meet the approval of the shipping interests of Montreal.

Channel Buoy Service.—The following resolution was adopted on 13th April and communicated to the Honourable the Minister of Marine and Fisheries :

"That the Council considers that the buoying of the St. Lawrence between Montreal and Quebec is of sufficient importance to the trade of the country to warrant the Dominion Government retaining the placing and care of the buoys directly under its own officials, and that, if deputed to anyone, it should be to the Montreal Harbour Commissioners ;

"That the Council regrets that this principle has been departed from in arranging the service for the approaching season, and asks that if possible it may be arranged on that basis ;

"That the Council would urge that no time be lost in arranging for the placing of the buoys, as ocean vessels are expected to arrive within the next ten days."

The Minister in reply to the foregoing resolution wrote as follows:—

“ I regret that the resolution was received by me too late to enable me to give any weight to it, even if I were in a position to do so, because the contract had been actually signed the day before your resolution passed ;

“ I have taken special pains in the contract to provide for efficiency in the service, and the Council of the Board of Trade may rely upon it that this Department intends to give very special attention to the manner in which the service is carried out this year, as we fully realize its importance to your City and the country generally.

In acknowledging the Minister's letter, the Council expressed its anxiety that upon the expiration of the contract recently entered into for the placing of the buoys, he would bear in mind the Council's desire that the Government should control the placing of the buoys. Early in May the Council was glad to be assured by the President of the Marine Underwriters' Association, that he was in possession of such particulars of the arrangements made with the contractors for the buoy service as satisfied him that, short of the Government doing the work itself, the Department of Marine had done all it possibly could in the matter. In June, by invitation of the Department of Marine, Mr. E. L. Bond spent a day with the Chief Engineer of the Department, on board the SS. “ Druid,” when he was inspecting and verifying the position of the buoys between Quebec and Montreal, and upon his return submitted a report as the result of his observations, but, as the recommendations of that report are embodied in a later one of a Committee of the Council of which Mr. Bond was Chairman (see pages 21-23), it is unnecessary to quote it here.

“ *Sweeping*” the Ship Channel.—On 22nd April a letter was sent to the Minister of Public Works, which, after referring to representations made to him on 30th September and 6th October, 1897, with regard to the examination of the ship channel between Montreal and Quebec, expressed the Council's anxiety that the channel should be “ swept ” at the earliest possible date, so as to avoid the possibility of accidents to vessels from inequality in the bed of the river caused by the action of the ice. To that letter the Minister replied that his Department was making the necessary arrangements for the complete “ sweeping ” of the channel at the earliest possible date, but that it was useless to begin operations before 1st June. In response to further representations on the same subject made early in June, the Minister replied that the work was in progress and that it was being carried on with the greatest care and expedition.

Inspection of Ship-Channel, Buoys, Lights, &c.—Early in October a tour of inspection of the ship-channel between Montreal and Quebec was undertaken by Colonel Anderson, Chief Engineer of the Department of Marine, and, by courtesy of that Department, the Port Warden, the President of the Marine Underwriters' Association and a member of the Shipping Interest, assisted therein, the Harbour Commissioners' Chief Engineer also forming one of the party of experts. The report of the Port Warden (Capt. Archibald Reid) on that inspection tour was as follows :

MONTREAL, 7th October, 1898.

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

GENTLEMEN,

In accordance with instructions received from you, I proceeded to Quebec, and there boarded the steamer "Druid" to accompany Colonel Anderson and the representatives of the Montreal Marine Underwriters' Association, the Shipping Interests of this port and the Montreal Harbour Commissioners, represented respectively by Messrs. E. L. Bond, Alex. Sinclair, and John Kennedy, on a tour of inspection of the ship channel between Quebec and Montreal.

4th Oct., 11.30 a.m. Left the Queen's Wharf, Quebec, and proceeded up the river, making close observation of the ship channel, and in this connection noted the desirability of a leading light on Basil Point, Col. Anderson and his assistants taking angles for the position of all buoys, which I understand were found to be in good position, with the exception of two buoys recently placed at Barre à Boulard, one of which had disappeared entirely, and the other was found considerably out of position and almost submerged by the force of the current. 6.30 p.m. Anchored for the night on the south shore near Lotbinière Wharf.

5th Oct., 6.45 a.m. Got underway, wind N.E., strong gale and threatening weather, proceeded up the ship channel, Col. Anderson and his assistants, despite the rain and fog, taking angles of all buoys; the buoys seemed to be in perfect range. The attention of Col. Anderson was drawn to the fact that the red can buoy on Batture Simon was not numbered or designated; and also to the lowness and lack of prominence of the beacons at Grondine. 9.45 a.m. Arrived and moored at Batiscan. The weather was so wet and foggy that they were unable to continue taking observations for buoy angles. Pilot Cleophas Auger, who accompanied us from Quebec thus far, was relieved by Pilot Louis L. Bouille, who remained with us until we arrived at Montreal. 11.40 a.m. Cleared up a little—left Batiscan and proceeded up the river, taking angles of all buoys as before. 4 p.m. Arrived and moored at Three Rivers.

6th Oct., 5 a.m. Left Three Rivers and proceeded up the river, taking angles of all buoys en route. 10.35 a.m. Passed Sorel. 5.45 p.m. Arrived and moored at the wharf, Montreal.

Before going further, I desire to express my gratification at coming in contact with Mr. U. P. Boucher, the Buoy Engineer, and to congratulate him upon the interest he

evidently takes in his work and the satisfactory manner in which it is apparently carried out so far as it lies in his power.

As opportunity offered, discussions were held on improvements to aids to navigation between Montreal and Quebec, first on general principles and later in detail by taking up the chart sheets one by one in their order from Quebec to Montreal.

On general principles the basis of discussion was the suggestions presented by the Montreal Marine Underwriters' Association, numbered 1 to 11, a copy of which accompanies this report.

1st. "Buoy Service and Maintenance of Buoys." It was agreed that the Governmental department should do this work, or, if given out, the contractor or deputies to do the work should be the Harbour Commissioners of Montreal, who fully realize the importance of it. It is the consensus of opinion that the Department of Marine and Fisheries should have entire control of this work, for which an efficient and up-to-date vessel and plant should be maintained regardless of cost,—absolute efficiency and safety of the ship channel so far as such can be obtained being the primary consideration.

2nd. "Buoy Anchors."—That the use of the old-fashioned fluke anchors be condemned, and such buoy sinkers or anchors be used as will present the least possible danger to vessels passing over them.

3rd. "Double Buoys."—As a general rule double lines of buoys would be beneficial, and are recommended at certain points. The pilots are satisfied with the buoys in Lake St. Peter, except those at the upper end. The charge of accidents having happened through the shifting of buoys is challenged by Col. Anderson for lack of evidence on that point. He feels inclined to attribute these accidents more to the incapacity of those in charge of the vessel than to shifting of buoys.

4th. "Shape of Buoys."—It is said that the Canadian Government, generally speaking, buoy all channels in accordance with the International Buoy Regulations. Spar buoys where possible are being replaced by cylinder or can buoys. Black spar buoys well balized are considered very efficient, the red spar buoys being usually left plain without balizing, thereby clearly designating the character of the buoy in hazy weather when color cannot be seen. The balizing of these buoys illustrates the advantage of channels being buoyed by different shaped buoys, a red conical buoy with even numbers on the starboard side and black cylinder or can buoys with odd numbers on the port side, approaching a channel from seaward. Col. Anderson informed us that they were conforming to the International Buoy Rules as opportunity offered. He was urged to make the opportunity and effect all beneficial changes as speedily as possible.

5th. "Buoys at Bends."—Buoys with perches were recommended, but are objected to as it is said they cannot be maintained, owing to the perches being broken off by passing tows, rafts, etc. Pilots consider distinguishing buoys at bends good and necessary if practicable; the cylinder buoys at present in use at bends are considered good.

6th. "Numbering and Designating Buoys."—Proposed and approved that this be done in sections.

7th. "Lights."—A light on Basil Point approved of; this will serve as a leading light up and down the ship channel. With reference to gas buoys, shore range lights are

considered of more utility, and preferable. Where these cannot be obtained, the use of gas buoys will be considered. Pilot Louis L. Bouille expresses the opinion that, before any attempt is made to bring the ocean steamers up the river at night by the aid of lights, pilots must be put under some practical authoritative control, who will regulate their movements, render judgment and decision of punishment without any appeal. He also added that the pilots are all eager to make any efforts towards improvement that will contribute to the advancement of the trade and commerce of Montreal.

8th. "Beacons."—Not sufficiently prominent. It was conceded improvements may be made, details to be left to the Government Engineers.

9th. "Stern Anchors."—These are not approved of. They are considered a source of very great danger.

10th. "Pilots."—It was conceded that it was not the right time or place to discuss this most important subject, but we would strongly deprecate the restriction of our best pilots to any number of trips. It is their ability and qualification that enhances their value, and should regulate their earning power; the poor or unqualified pilots will always gravitate to the bottom of the list.

11th. "The Channel."—Since the writer accompanied Mr. E. L. Bond on his trip of inspection last year, improvements have been made and are still going on, but with a view to the constantly increasing size of the vessels coming to Montreal, every effort should be made to widen and straighten the ship channel where possible and practicable.

The Chart Sheets were then taken in their order from Quebec to Montreal, and recommendations noted.

Sheet No. 22. Light on Basil Point recommended and approved of. Sheet No. 21. Three black buoys and one red buoy are recommended to mark the south channel on St. Augustine Shoal, the red buoys, which were on St. Augustine Shoal last year, not to be replaced. Sheet No. 20. Gas Buoy at Point aux Trembles is now 300 ft. lower than shown on chart, although in safe position. Buoy not designated. Sheet No. 19. Two additional spar buoys suggested on the Point aux Trembles and Les Ecureuils shoals. Sheet No. 18. Range lights at St. Croix recommended as soon as possible. Seven additional buoys also recommended. No gas buoy required at the platon. Sheet No. 17. Additional buoys suggested on the south bank of the Richelieu shoals, also buoys at the Barre à Boulard. Sheet No. 16. Buoy on Batture Simon not designated. More buoys than is at present shown on chart recommended. Sheet No. 15. Information required as to the latest improvements made in these channels, and the placing of buoys in accordance therewith. The dredging of small shoal under Cap à la Roche east side would furnish safe anchorage in case of emergency. Sheet No. 14. Red buoy at the head of Batture St. Anne recommended, also position of buoys on this sheet verified. Sheet No. 13. Black buoy at or above Pouillier Grandmont, also red and black buoys at dredged channel recommended. Sheet Nos. 12 and 11. Apparently satisfactory. Sheet No. 10. Nicolet beacons to be raised or cleared of brush, buoys apparently satisfactory. Sheet No. 9. Two red buoys at Batture Ile au Raisin recommended. Sheet No. 8. Additional buoys suggested at Isle de Grace and Ile à la Pierre. The R. & O. Co.'s steamers object to any increase of buoys at these points. Red buoy recommended on Nepigon shoal. Sheet No. 7.

Apparently satisfactory. Sheet No. 6. One extra black buoy recommended at Bellmouth Curve, Contrecoeur Channel, also red buoys being placed opposite the black buoys in stretch of channel marked by lower beacons. Sheet No. 5. Some additional buoys recommended. Sheet No. 4. Improvement in Verchères Channel by straightening south side recommended. Sheet No. 3. Apparently satisfactory. Sheet No. 2. Lights at Point aux Trembles to be changed to suit channel as dredged, additional red buoys and redistribution of existing buoys. Sheet No. 1. Recommend that the channel in St. Mary's current be widened.

Before closing my report, I desire to record my grateful recognition and appreciation of the courtesy of Col. W. P. Anderson and his assistant, and also of the cheerful assistance rendered by Pilot Cleophas Auger and Louis Z. Bouille, who are evidently greatly interested in the improvement of the ship channel between this port and Quebec.

I am, Gentlemen,

Your obedient servant,

ARCHIBALD REID,
Port Warden.

The Marine Underwriters' Association having communicated to your Council the report of its President on the channel inspection trip, the Council was gratified to note that at its outset Mr. Bond stated that he fully concurred in Captain Reid's report. Having, by courtesy of the Harbour Commissioners, procured a copy of their Chief Engineer's report on the inspection trip, the Council referred the three reports to Messrs. E. L. Bond, Thos. Harling and Henry Miles, for consideration, with a view to making representations to the Government based upon their recommendations. That Committee, which received the Council's thanks for its work, reported as follows:—

To the Council of the Montreal Board of Trade.

GENTLEMEN,

Your Committee, to whom on October 12th was referred the reports of the Harbour Commissioners' Engineer, the President of the Marine Underwriters' Association and the Port Warden, on a tour of inspection of the ship channel between Montreal and Quebec, in which by invitation of the Department of Marine those gentlemen took part, begs to report that, having examined and compared the three documents, they find them practically agreed in their observations and recommendations, and that the bulk of the latter are based upon the suggestions of the Marine Underwriters' Association, which were endorsed by the Council of this Board and communicated in a memorial to the Governor General-in-Council on 18th November, 1897. Your Committee therefore believes that these general recommendations should be endorsed by you.

That while the report of Colonel Anderson, Chief Engineer of the Department of Marine, (in so far as given in the newspapers), shows that he agrees generally as to the need for the

suggested improvements in lighting and buoying the channel, your Committee considers that it does not give a sufficiently strong assurance that the number of buoys urged as necessary in the said three reports will be provided, and your Committee is strongly of the opinion that no economical considerations should prevent the carrying out in their entirety and as speedily as possible of the recommendation for additional buoys as particularized in the report of the Harbour Commissioners' Engineer, which are regarded by him, the Port Warden and the President of the Marine Underwriters' Association, as the minimum that should be provided.

Your Committee desires specially to endorse the recommendation of the Harbour Commissioner's Engineer, the Marine Underwriters' Association and the Port Warden, that the placing and care of the buoys be taken out of the hands of contractors and assumed by the Government.

Your Committee recommends that the transition from spar buoys to can buoys required under maritime law should be proceeded with as speedily as possible as set forth more specifically in the appended circular, based upon the Washington Marine Conference of 1889, and issued by the Department of Marine 13th April, 1891; also that the regulation can buoys be placed early next season at certain places, such as the approaches to Montreal and Quebec, and in the dredged channels. Your Committee urges that steps be taken to bring into uniformity all lights and marks for day and night in one channel; this would save expense generally, and avoid the need for maintaining double lights at certain points if night navigation for ocean vessels upwards is to be encouraged.

Your Committee further recommends that the Government be asked to commence to arrange for the avoidance of the present interruption to river navigation caused by the absence of facilities existing at other Atlantic ports for night navigation. It is recognized that the entire revision of the lighting of the river from Quebec to Montreal must be a work of gradual accomplishment, but, in view of the fact that the majority of steamers coming to this port reach its vicinity in the evening, and that they are frequently compelled by the absence of the necessary lights to anchor in sight of the harbour, it is recommended that the Government be asked at once to provide such gas buoys and range lights between Varennes and Montreal as will render safe the night navigation of that section of the river.

While your Committee believes that the ship channel should be deepened as soon as possible to thirty feet, it is of opinion that increased width at the bends of the channel is of more immediate consequence than the general deepening, as, long before the thirty feet depth is attained throughout, it will be imperative, because of the increased size of steamers, that some of the sharpest bends be widened to not less than eight hundred feet, or that they be straightened.

With regard to the matter of pilotage, your Committee submits that the evidence adduced before the Government Pilotage Commission, together with the experience of shipmasters at this port, points to the present pilotage system as being a serious disadvantage to the navigation of the St. Lawrence route, and, while your Committee will not attempt to deal with necessary reforms in detail, as these are very fully set forth in the evidence given before that Commission, yet the reform of this system should be pressed at the next session of Parliament in a manner that will ensure prompt recognition.

While the Montreal-Quebec pilots are not incorporated, they practically constitute a close corporation embodying some most objectionable features and results when considered in connection with a public trust such as the navigation of the river St Lawrence. The report of the Harbour Commissioners for 1897 shows that, out of fifty-two pilots, forty four came from Deschambeault and vicinity, and that the seventeen apprentices are all from the same place, also that, of sixteen applicants for licenses as apprentice pilots, fourteen were from that district, one from Sydney and one from Quebec. It is of the utmost importance that the candidates for apprentice pilots should be recruited from other places than the Deschambeault district, as the tendency at present is to limit the service to a comparatively few families resident there, outside candidates having apparently but little chance of becoming licensed.

There are pilots in the service to-day who are absolutely trustworthy to handle vessels of the largest size, and, what is more important, with sufficient nerve to meet accidents or cases of emergency. On the other hand, there are men in the service who, either from physical disability, moral deficiency (in which may be included lack of nerve or inability to secure experience necessary to handle any vessel in extraordinary circumstances) are a constant source of danger not only to the vessels they control, but to vessels in the hands of competent men which may have to be met or passed in dangerous places.

Having outlined the chief defects of the Montreal-Quebec pilotage system, your Committee advises the following remedies therefor:—

- 1st, The abolition of the limit of number of pilots.
- 2nd, The entire removal of any practice that tends to make the pilots a close corporation, and the throwing open of the service to the best men.
- 3rd, That the Government should empower the Harbour Commissioners to deal summarily with all offenders.

The following extract from the Harbour Commissioners' report of 1897 is pertinent to this question of the pilotage system:—

“The experience gained by these circumstances shows that by the by-laws, as they existed at the time of the strike, and as they still exist, the hands of the Commissioners are completely tied, and it becomes impossible for them to deal with such a crisis as arose last summer in a way to give security and satisfaction to the numerous interests involved in the navigation of the St. Lawrence. Had it been in the power of the Commissioners to examine and license competent men, the number of whom is with good reason believed to be very large, it is more than likely that the strike would not have occurred, or at least would not have lasted for any time. It has also brought out very prominently the difficulty the Commissioners have always found in dealing with the trial of pilots. Such trials must, of necessity, be held promptly, and disposed of speedily; otherwise it would be impossible to secure, in many cases, the evidence of essential witnesses.”

Respectfully submitted,

Montreal, January 3, 1899.

E. L. BOND, *Chairman.*
HENRY MILES,
THOS. HARLING.

The forgoing report was adopted by the Council, and a memorial to the Governor-General-in-Council based upon its recommendations, will be presented for your ratification at the forthcoming annual meeting of the Board.

PORT WARDEN OFFICE.

Office of Port Warden of the Harbour of Montreal.—Port Warden, Captain Archibald Reid; Deputy Port Wardens, Captain J. A. Vibert and Captain Alexander T. Crighton. Board of Examiners, 1898-99 :— Charles McLean, Chairman; E. B. Greenshields, Charles P. Hébert, J. H. Routh, Adam G. Thomson.

On recommendation of the Port Warden Board of Examiners, a section of the flooring regulation was further amended so as to bring it into conformity with the rules and regulations now in force at New York, Boston and other grain loading ports, as approved in the official notices issued by the Imperial Board of Trade in section 453 of the Merchants' Shipping Act, 1894. The following is the section before amendment and as amended :—

Before amendment : Where there are no ballast tanks nor permanent grain ceiling, a flooring will be required extending from the keelson to the turn of the bilge of 3 x 4 inch scantling, close boarded edge to edge, with two 1 inch boards breaking joints and made grain-tight, the cement between the frames above the ceiling to be examined and repaired if necessary, pump and other casings where passing through the ship's ceiling to be made grain-tight.

As amended : Steamships without ballast tanks, having a cargo platform eighteen (18") inches or higher above the cement in the bottom, will not be required to fit a grain floor over it, otherwise such grain floor will be required, but in all cases the cement between the frames above the ceiling must be examined and repaired if necessary, pump and other casings where passing through the ship's ceiling to be made grain-tight. When there is not the necessary depth of floor, a grain flooring will be required extending from the keelson to the turn of the bilge of 3 x 4 inch scantling, close boarded, edge to edge with two 1 inch boards breaking joints and made grain tight.

An effort having been made to compel the Port Warden, under Rule 16, to state to what draught a vessel should be loaded to, the Council made known that the intent of that rule is simply to authorize the Port Warden to refuse a clearance to a vessel when in his judgment it is too deeply laden to pass with safety through the ship channel between Quebec and Montreal, and that it does not authorize him to state beforehand to what draught a vessel should be loaded.

The Port Warden's report for the season of navigation 1898 is as follows:—

MONTREAL, 31st December, 1898.

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

GENTLEMEN,

I have the honour to submit the annual report of the business of this office with statements of exports, receipts and expenditures for the year 1898.

Navigation opened on the 20th April with the arrival from Quebec of the SS. "Campana," followed on the 22nd by the SS. "Polino," and closed with the departure for sea of the S. "Guildhall," at 7 a.m. on the 28th Nov.

The first ocean steamship to arrive was the Dominion Line SS. "Scotsman" at 7 a.m. on the 26th April.

The first sailing vessel to arrive was the barquentine "Grei," from Barbadoes, with a cargo of molasses on the 19th May.

The first vessel to enter the Gulf of St. Lawrence this season by the way of the Straits of Belle Isle was the steamship "Starlight," which arrived at Quebec on the 19th June, and the SS. "Britannia," which arrived at this port on the 23rd June.

The export trade of this port shows a healthy and steadily progressive increase, as shown by the following statement.

Five hundred and sixteen oversea or foreign going vessels of all kinds were entered at this office, with a tonnage of 1,212,747 tons, being an increase of thirty-seven vessels and 158,522 tons over last season.

The business to the lower ports this season consisted of, entered, 330 vessels of all classes, with a tonnage of 348,500 tons, against 300 vessels of all classes last year, with a tonnage of 317,397 tons. Increase of 30 vessels and 31,103 tons.

Clearances of vessels loaded for the lower ports this season were as follows, 115 vessels of all classes with a tonnage of 88,600 tons, against 123 vessels of all classes last season, with a tonnage of 99,994 tons, decrease of 8 vessels and 11,394 tons, the difference in the lower port trade between the number of vessels entered and cleared at this office are accounted for by 215 vessels going home light, being in the coal carrying trade solely.

There has been a marked revival of the South American lumber trade this season, 13 vessels having loaded 11,444,776 ft. B. M. for the River Plate, against 1 vessel carrying only 417,505 ft. B.M. last season.

The disasters and groundings of vessels in the ship channel between this port and Quebec have been comparatively few this season, and those which have occurred have been principally owing to the vessels being suddenly enveloped in fog.

The water in the ship channel has been much improved this season as compared with last year, for instance, Nov. 1st, 1898, the Montreal gauge showed 29' 4", Sorel gauge 29' 3", whereas on Nov. 1st, 1897, Montreal gauge showed 26' 10", Sorel gauge 26' 5"; the stage of low water this season was of short duration, the lowest readings of the gauges being Oct. 11th, viz.: Montreal gauge 27' 0", Sorel gauge 26' 4", last year the lowest water was on the 24th Oct., viz.: Montreal gauge 26' 5", Sorel gauge 26' 0"; the latter part of this

season we had good water in the ship channel, the lowest water in the month of November being 27' 10", shown on the Sorel gauge on the 9th.

On the 3rd October the writer, in pursuance of instructions from you, proceeded to Quebec, where he joined the Government Chief Engineer (Colonel W. P. Anderson), and the representatives of the Montreal Marine Underwriters' Association, the Shipping Interests of this port, and the Montreal Harbour Commissioners, represented respectively by Messrs. E. L. Bond, Alexander Sinclair and John Kennedy, on a tour of inspection of the Ship Channel between Quebec and Montreal, on the Government steamship "Druid," which occupied the 4th, 5th and 6th October. My report on that inspection tour was presented to you on my return here.

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

All of which is respectfully submitted.

I am, Gentlemen,

Your obedient servant,

ARCHIBALD REID,

Port Warden.

COMPARATIVE STATEMENT OF SHIPMENTS YEARS 1898 AND 1897 AS PER MANIFESTS REPORTED AT PORT WARDEN'S OFFICE.

DESCRIPTION.	1898	1897	1898	
			INCREASE.	DECREASE.
Wheatbushels	9,151,996	10,559,630		1,404,634
Peas"	1,721,914	2,002,403		280,489
Barley and Rye"	1,368,633	1,085,221	283,412	
Oats"	6,858,031	5,142,011	1,716,020	
Corn"	19,612,637	9,172,016	10,440,621	
Flax Seed"	776,887	109,239	667,648	
Total Grain	39,490,098	28,067,520	13,107,701	1,685,123
			1,685,123	
Total Increase of Grain			11,422,578	
Flour, Meal, etc.barrels	1,006,381	710,044	296,337	
Ashes"	1,014	1,401		387
Apples"	395,255	160,223	235,032	
Cheeseboxes	1,878,733	2,100,922		222,129
Butterpackages	273,923	221,464	52,459	
Eggs"	201,644	167,166	34,478	
Box Meats"	160,884	157,378	3,506	
Lard"	101,221	137,686		36,465
Dead Meatq't'rs	17,279	3,179	14,100	
Pulptons	15,920	9,770	6,150	
Sundries"	43,503	34,086	9,417	
Hay"	7,124	3,900	3,224	
Oil Cake"	7,242	4,110	3,132	
Phosphates"	627	160	467	
Minerals"	4,127	4,874		747
Lumber, ft. B. M.	330,840,915	315,312,166	15,528,749	
Cattlehead	98,184	117,339		19,155
Horses"	5,918	9,975		4,057
Sheep"	34,814	59,983		25,130

STATEMENT OF OVERSEA OR FOREIGN GOING VESSELS.

Description.	1898		1897	
	No.	Tons.	No.	Tons.
Steamers	497	1,198,078	457	1,046,300
Ships	3	4,215 "	"	"
Barques	12	9,246 "	8	3,968 "
Brigs and Schooners.....	4	1,208 "	14	3,957 "
Totals	516	1,212,747	479	1,054,225

Increase of 37 vessels and 158,522 tons.

STATEMENT OF LOWER PORT ARRIVALS.

Description.	1898.		1897	
	No.	Tons.	No.	Tons.
Steamers	316	347,151	284	315,530
Brigs and Schooners.....	14	1,349 "	16	1,867 "
Totals	330	348,500	300	317,397

Increase of 30 vessels and 31,103 tons.

CLEARANCES FOR THE LOWER PORTS.

Description.	1898		1897	
	No.	Tons.	No.	Tons.
Steamers.....	105	87,769	113	99,067
Brigs and Schooners	10	831 "	10	927 "
Totals	115	88,600	123	99,994

Decrease of 8 Vessels and 11,394 Tons.

SUGGESTED HARBOUR OF REFUGE AT LITTLE METIS.

A very general opinion seeming to exist that Little Metis could at a moderate cost be made a safe and easily accessible harbour of refuge, and that such a harbour would prove of great service to the vessels using the St. Lawrence route, the Council on 17th February renewed former representations to the Minister of Public Works in favour of the completion of the survey of Little Metis Bay, and asked that a sufficient sum for the purpose be included in the Estimates, so that the work might progress during the summer, and the suitability of the Bay as a harbour of refuge be ascertained. The Department's reply stated that, from information already obtained, it appeared that the creation of a harbour of refuge at Little Metis would cost a very large sum of money, so much in fact that the Department did not feel warranted in giving any further consideration to the matter at the present time.

TELEGRAPHIC ADVICES OF ICE IN THE LOWER RIVER AND GULF.

On 18th March the Minister of Marine and Fisheries was asked to order that arrangements be made for telegraphic advices of the condition of the ice at points in the lower River and Gulf to be sent daily to the Board's office, in order that ship owners and agents at this port might thereby be placed in a position to arrange for the date on which steamers for the St. Lawrence route should leave trans-atlantic ports. The Minister promptly met this request by giving the necessary instructions to the Superintendent of the Signal Service to send such information to this Board daily, commencing on 25th March. Members of the shipping interest reported at the time that these advices proved of much value to them.

DESIRED EXTENSION OF TELEGRAPH SYSTEM TO STRAITS OF BELLE ISLE.

The extension of the telegraph system to the Straits of Belle Isle urged upon the Government by the Council's predecessors at various times since 1894 was again brought to the notice of the Government in the shape of a resolution adopted by the Council endorsing a petition to the Governor-General-in-Council from masters of ships trading to this port, which prayed that the existing telegraphic communication with the lower St. Lawrence be extended as far as Belle Isle lighthouse, that the present bomb at Belle Isle be replaced by a powerful fog horn, and that fog horns be placed at Heath Point, Anticosti, Cap Chatte and Father Point.

Formal acknowledgment was received of the petition, and the Council has information that the telegraphic extension prayed for is progressing steadily, and should be completed in another year. The Department of Marine subsequently replied favourably to the request for additional fog signals.

SURVEY OF TIDES AND CURRENTS IN THE GULF.

The following correspondence on the subject of the grant for the survey of tides and currents in the River and Gulf of St. Lawrence shows that this much-needed work is not being proceeded with by the Government; this circumstance is much regretted by your Council, which hopes that its successors in office will again press upon the Government the great importance of continuing this survey :—

THE MONTREAL BOARD OF TRADE,
MONTREAL, March 22, 1898.

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

SIR,

I have the honour, by direction of the Council of this Board, to address you with reference to the grant for the survey of tides and currents in the Gulf and River St. Lawrence, which was, to the great disappointment of the Council and of all interested in the navigation of the St. Lawrence route, reduced last year from fifteen thousand dollars per annum to two thousand five hundred.

The procural of this grant was the result of successive and persistent representations to the Government through several years on the part of the Council of this Board, the British Association for the Advancement of Science and the Royal Society of Canada, and there is no doubt but that the annual expenditure authorized until last year enabled a most valuable work to be prosecuted.

Of the dangerous nature of the shifting currents in the lower River and Gulf, your Department is doubtless fully cognizant, and it is the conviction of all who have knowledge of navigation on the St. Lawrence route that the safety of vessels using it can be secured only by a full knowledge of those currents and the manner in which they are affected by the wind and tides.

The Council, therefore, most earnestly entreats that you will procure the renewal of the grant, so that a sum adequate for the continuance of the important work of surveying the tides and currents in the Lower River and the Gulf of St. Lawrence may be available, and the Council believes that in so doing you will be taking the most effective measure towards increasing the safety of our national waterway, thereby encouraging direct shipping trade between Canada and other countries.

I have the honour to be, Sir,

Your obedient servant,

GEO. HADRILL, *Secretary.*

MINISTER OF MARINE AND FISHERIES.
OTTAWA, CANADA, June 10, 1898.

MY DEAR SIR,

Replying to your letter of the 22nd March, in which you urge me to procure a sum for the continuation of surveys of tides and currents in the Gulf and River St. Lawrence, I have to say that Parliament did not appropriate any money for this special purpose this year. The usual tide gauges will be continued, and special attention is to be given by Mr. Dawson to the Bay of Fundy tides and currents, for which a small special appropriation was made.

Yours faithfully,

L. H. DAVIES.

GEO. HADRILL, ESQ.,

Secretary Board of Trade, Montreal.

NORTH ATLANTIC WINTER LOAD LINE.

The Council of 1897 was in communication with the High Commissioner for Canada in London and with the Department of Marine at Ottawa, urging the amendment of the Imperial Government's regulation respecting the North Atlantic Winter Free-board, which injuriously affected Canadian shipping interests by permitting vessels clearing from ports south of Philadelphia to load to a greater draught than when loading at Philadelphia and ports north thereof. Your Council is glad to note that these representations, supported as they have been by the Shipping Interest of this port, the Marine Underwriters' Association and organizations at other North Atlantic ports, have convinced the Imperial Government's Committee (The Load Line Committee on the North Atlantic Winter Free-board question) of the injustice of the present regulations. That Committee's recommendations have since been adopted by the Imperial Government, they were in brief as follows :—That as of late years the vessels navigating the Atlantic have been greatly enlarged and improved, and that with regard to these vessels a rule properly applicable to smaller vessels need not be insisted on, the Committee has come to the conclusion on full consideration of the matter that it will be safe and prudent to go so far, but so far only, as to recommend that the uniform rule of winter load-line to be extended to all ports north of Cape Hatteras should be reduced, and that from it vessels of the larger types should be exempted.

COUNCIL OFFERS ITS SERVICES IN THE ADJUSTMENT OF COLLISION CASES
IN THE ST. LAWRENCE.

At a meeting of Marine Insurance agents held in Paris 25th March, 1898, it was decided to endeavour to arrange for the settlement of collision cases by arbitration, and, at suggestion of Mr. Bond, who was at the meeting, the Council wrote to the Secretary of Lloyds' to the effect that, if the recommendation of the Paris meeting were carried out, the Council of the Montreal Board of Trade would be glad to be of service in the adjustment of collision cases in the St. Lawrence.

PORT WARDEN REGULATIONS NEEDED AT ST. JOHN, N.B.

At request of the Marine Underwriters' Association, the Council endorsed a resolution adopted by it, urging the need of port warden regulations at St. John, N.B. with respect to the loading of grain-laden vessels,

and forwarded the same to the St. John Board of Trade, the result being that that Board has asked the Mayor and Common Council of that city to take such steps as they may deem proper to obtain the necessary legislation for the establishment of a port warden office at that port. The Council having communicated to the Minister of Marine and Fisheries the correspondence between it and the St. John Board of Trade with an expression of its desire that he would favourably consider any request which might come from St. John for legislation towards the establishment of a port warden office at that port, the Deputy Minister replied that any such request would receive the favourable consideration of the Department.

DESIRED AMENDMENT OF THE LAW GOVERNING CARRIAGE OF DECK LOADS.

On September 22nd the Council addressed the Minister of Marine and Fisheries asking his attention to the discrimination suffered by steamers carrying lumber from Canada, brought about by reason of a provision of the Canadian law of 1873 governing the carriage of deck loads, whereunder all vessels whether sailing or steam are prevented from carrying over three feet of deck load after 1st October, while the English law allows both sailing vessels and steamers to carry and land in the United Kingdom until 31st October full deck loads of sawn lumber from any country. The letter concluded with the request that the law be so amended as to permit steamers to carry full deck loads from Canadian ports up to 15th October inclusive. The Minister's reply stated that the question of the changing of the law so as to extend the time limit to 15th October in the case of steamships would receive due consideration before the opening of Parliament.

DEEPENING OF THE WELLAND CANAL.

The following resolution, adopted at last Annual Meeting of the Board, was communicated to the Minister of Railways and Canals, and formally acknowledged:—

“ That this meeting is strongly impressed with the importance of deepening the Welland Canal to twenty feet, and enlarging its locks so as to permit the largest vessels plying on the upper lakes to pass through it into Lake Ontario without breaking bulk, and the meeting would, therefore, earnestly press upon the Dominion Government the great importance of undertaking this work at the earliest possible moment, as it believes the enlargement of the Welland Canal to be the key to the prosperity of the St. Lawrence route.”

MONTREAL, OTTAWA AND GEORGIAN BAY CANAL SCHEME.

A request was received in June from Mr. McLeod Stewart, of Ottawa, that the Council should urge the introduction and passage of a bill before the close of the session to provide that, if the earnings of the Montreal, Ottawa and Georgian Bay Canal Co. should be insufficient to pay the interest on the debentures of the said Company, the Governor-in-Council should pay three hundred and forty thousand dollars a year for twenty years to be applied towards the payment of such interest. A reply was sent affirming the attitude of former Councils towards the Montreal, Ottawa and Georgian Bay Canal scheme, *i. e.*, that, if ever undertaken, it should be by the Dominion Government and not by a private company, and, moreover, that in the opinion of the Council any effort to procure, at that late date of the session of Parliament, the passage of new legislation involving such a large annual expenditure as provided in the draft bill, would prove unsuccessful.

By the kindness of Mr. McLeod Stewart, the Board had an opportunity at an informal general meeting held on Friday, 25th March, of listening to a most interesting and eloquent address from Mr. S. A. Thompson, of Duluth, who is recognized as a great authority on waterways. Mr. Thompson's address was on the advantages of waterways generally, and he referred but incidentally to the Montreal, Ottawa and Georgian Bay Canal project.

CONTINUATION OF EFFORT TO PROCURE A MARITIME COURT AT MONTREAL.

The need of an Admiralty Court at this port was pressed upon the attention of the Government by last year's Council, and early this year, in conjunction with the Bar of Montreal, that effort was renewed. The Department of Justice, in acknowledging those renewed representations, asked the Council's views of a suggestion that the Quebec Admiralty judge should attend occasionally in Montreal for trying Admiralty cases when there are many witnesses to be heard, the proceedings to be taken at Quebec as at present, and the Registrar of the court to come to Montreal with the Judge for the purpose of the trial. To that suggestion the Council replied that Montreal is entitled to an Admiralty court as a matter of right, that there should be no doubt as to whether the court could be held in Montreal or not, that the expense of taking witnesses and lawyers to Quebec is enormous and establishes an unjust discrimination against this city, and that the fear of such expense prevents parties from taking proceedings in protection of their rights, and that for these reasons the Council urged that steps be taken at the

session of Parliament then sitting to establish a branch Admiralty court in Montreal either under the present Admiralty judge at Quebec or in such other manner as may be deemed advisable, provided always that the principle that the Council seeks to have recognised be duly conserved. To this a reply was received from the Deputy Minister of Justice stating that the proposal to divide the Province of Quebec into two Admiralty districts with a resident judge at Montreal would require legislation, and that, before taking such a step, it would be well to try the working of the alternative proposition that the judge should come from Quebec to Montreal to dispose of the Montreal business. This suggestion having been communicated to the Montreal Batonnier, that officer replied that the Council of the Bar was still of the opinion that sessions of the Admiralty court should be held in Montreal, and that for this purpose the necessary officers apart from the judge should be appointed at Montreal; that in such cases application for writs could be made here, and when the case was ready for trial the Quebec Admiralty judge should come to Montreal, hear witnesses and Counsel, and decide the case then and there, and, further, that, without an office of the court in Montreal, the very object desired by the Board would be defeated. The Council forwarded this letter to the Minister of Justice with an endorsement of its views. Some months elapsed, and nothing having been done by the Government towards meeting the Council's request, the Minister was addressed early in December with regard thereto, members of Parliament resident in this city being also asked to use their influence with the Minister towards securing the establishment of an Admiralty court in Montreal. In acknowledging this last representation, the Minister promised that the subject would receive early consideration, and that he would confer with his colleagues, especially those of the district of Montreal, with reference to the suggestions made.

Just as this report is being closed, the Council has ascertained that the Government is disposed to partially meet its views by establishing a deputy registrar in Montreal, and arranging for the Admiralty judge to hold session here required. It is believed that such an arrangement would be a step in the right direction, and your Council hopes that it will be put into effect.

TERM OF SUMMER RAILWAY FREIGHT RATES.

At the request of some members of the Board, the Council made another effort to induce the railway companies to prolong the term of summer

freight rates until 30th November, and a committee of the Council, Messrs. Chas. F. Smith, John Macfarlane and Wm. McMaster, met Mr. George B. Reeve, General Traffic Manager Grand Trunk Railway System, and Mr. G. M. Bosworth, Freight Traffic Manager Canadian Pacific Railway Company, with regard thereto. These two gentlemen, however, absolutely declined to entertain the proposition, and moreover intimated that they considered they had conceded much in extending the summer freight rates from the 1st to the 15th of November, and that if the question were reopened the result might be the re-establishment of the old arrangement when the summer term closed on the first day of October.

SUGGESTED COMPULSORY INSPECTION OF FISH.

The following resolution was adopted by the Wholesale Grocers' Association on 30th March, and communicated to the Council:—

“That the Council of the Montreal Board of Trade be requested to petition the Dominion Government to pass a law, making the inspection of fish obligatory.”

The Board of Examiners for Fish and Fish Oil, after consideration of the question, reported as follows:—

1. That the compulsory inspection of fish at the point of packing, while very desirable, is impracticable, as to secure such inspection there must be appointed not less than one hundred inspectors or deputy inspectors, to cover the long stretches of sea coast of Nova Scotia, Labrador and New Brunswick.

2. That compulsory inspection at the port of Montreal is objectionable for several reasons, among them being the lack of facilities on the wharves for such inspection, the circumstance that the smallness of the revenue, owing to the shortness of the fishing season (about ten weeks only) would make it impossible for the Inspector to procure in the city the necessary buildings and appliances for the proper inspection and repacking of the fish, and the injury done to the fish by unpacking and repacking in fresh water pickle.”

After careful consideration of the matter, the Council decided to comply with the wish of the Grocers' Association, and addressed the Minister of Inland Revenue, asking that the inspection of fish be made compulsory for the following reasons:—That, owing to the absence of compulsory inspection, large quantities of fish are now sold under brands which do not represent the actual contents of the package, an instance being that barrels branded “Labrador Herrings” frequently contain other and inferior herring; that packages of fish marked No. 1 are often found to contain that quality on top only, the centre of the barrel being filled with No. 2 or No. 3, as to size and quality; and, moreover, that the fish contents are often short weight, to the extent of ten, twenty, or even thirty pounds, the difference being

made up with salt ; that the honest wholesale dealer is thus compelled to have his fish taken out of the barrels, sorted into No. 1, No. 2 and No. 3, and then re-packed, and he loses, of course, the difference in value of the lower grades, and the value of the difference in weight ; that when the wholesale dealer does not so examine and repack his fish, the retail dealers suffer the loss on account of quality and weight.

SPECIAL WEIGHERS FOR BUTTER AND CHEESE.

The necessity for the appointment of special weighers for butter and cheese, which was unsuccessfully urged upon the Government by the Council in 1890 and 1896, was again brought before the Council by the following resolution of the Butter and Cheese Association : —

“ That the Council of the Board of Trade is hereby requested to renew the application made to the Dominion Government in February, 1896, at the instance of this Association, for the appointment of an official weigher for butter and cheese, the need for such an officer becoming more and more pressing.”

The Council was, however, opposed to recommending the appointment of special weighers for butter and cheese.

BRANDING OF CHEESE.

The Home and Foreign Produce Exchange Co., of London, Eng., addressed the Council in February, urging that steps should be taken to procure legislation, whereunder it would be compulsory to brand all cheese manufactured in Canada with the name of the Province in which it is manufactured, the registered number of the factory, the month of make, and the country of origin. Enquiry of the Butter and Cheese Association showed that the suggestion was not new, and that, while the trade was not adverse to such legislation, it knew of no reason why Canadian cheese should be branded when neither English, Australian or Continental cheese was required to be so marked. The letter of the Home and Foreign Produce Exchange Co. was, however, forwarded to the Minister of Agriculture for his information.

STAMPING OF WEIGHT AND DATE OF PACKING ON PACKAGES OF PROVISIONS.

The Commissioner of Inland Revenue having asked the Council to enquire and report as to the desirability of legislation providing for the stamping of packages of food stuffs with their weight and date of packing, the mat-

ter was fully considered by a Committee whose report as follows was adopted by the Council, and communicated to the Commissioner :—

To the Council of the Montreal Board of Trade.

GENTLEMEN,

Your Committee to whom was referred the request of the Commissioner of Inland Revenue, to enquire into the recommendations of a petition respecting the stamping of packages of food stuffs with their weight and date of packing, begs to report as follows :—

The recommendation of the petition, that packages of food products shall be marked with the exact weight of their contents, might, in some instances, be considered a good one, but such a regulation could not be universally applied; canned fruits and vegetables for example would have to be exempted for the reason that, as water and sugar syrup are heavier than many of these articles, the can might contain an excess of liquid, and yet, while the full weight would be given, the contents would be unsatisfactory, and practically constitute a fraudulent packing. Moreover, in many lines, owing to varying specific gravity of the materials packed, the suggestion is not practicable.

The recommendation that the year of packing food products shall be stamped upon the outside of each package thereof is approved for canned vegetables, fruits and meats, but such dating should be stamped into or on the tin package itself, as such goods are not labelled until they leave the factory, and this might not be until a year or more after they were canned, and thus a date on the label would be misleading. In the case of products preserved in glass bottles, such stamping is unnecessary, as the condition of the contents would indicate to experienced eyes whether they were or were not fresh goods. In this connection, your Committee submits that it would be obviously unfair to oblige Canadian packers to conform to any regulations in these matters that would not apply to foreign packers.

Your Committee therefore, recommends that the Act respecting canned goods be amended so as to provide (1) That small packages of dry products, such as tea and coffee, shall be marked with the exact weight of the contents thereof, and (2) That when meats, vegetables or fruits are put up in cans, the year of such "putting up" shall be stamped on the cans.

Your Committee represents that such amendment of the Act should not go into operation until, say, twelve months after its passage, so that retail dealers could dispose of their stocks of the goods affected by its provisions.

The whole respectfully submitted,

HENRY MILES, *Chairman.*

H. LAPORTE,

W. B. MATHEWSON.

MONTREAL, 16th February, 1898.

REPORT ON THE LEATHER INDUSTRY IN CANADA.

At the request of the Deputy Minister of Trade and Commerce, the Council in March procured a report (kindly compiled by Mr. Chas. F.

Smith) for communication to the Curator of the Canadian section of the Imperial Institute with regard to the quantity of leather of all classes produced in Canada, and the possibility of increasing its production, especially in the line of upper leather.

REPORT ON THE MAPLE SUGAR INDUSTRY.

As the result of correspondence between the Canadian Department of the Imperial Institute and the Quebec Department of Agriculture, the latter asked for a report on the possibility of Canada, especially the Province of Quebec, finding a market in England for its maple sugar and syrup, and the following report on the question was procured from Mr. H. Laporte, and forwarded to the Quebec Department of Agriculture :—

“ That information should be sought from European dealers as to size of cakes of sugar that would suit their trade, also as to the size of tins that the syrup should be put up in ;

“ That the Provincial Government send an expert throughout the Province to teach the farmers how to make good sugar and syrup. (This is necessary because a great deal of the sugar made in this Province is not dry enough to ship a long distance, and the syrup is boiled in pans that darken it, and is moreover made too thin to keep during transit in warm weather) ;

“ That a standard should be established for sugar and for syrup, and that all shipments of these products to the old country should be required to be up to the standard ;

“ That the Government should offer a small bounty for all sugar and syrup coming up to the standard so as to induce the farmers to improve the quality of their product and increase its production. There is a precedent for such action in that a large bounty is now given to beet sugar makers ;

“ That it is believed that a large trade could be done with England if the foregoing suggestions were carried out.”

THE IMPERIAL INSTITUTE.

In May the Council received from Lord Herschell, Chairman of the governing body of the Imperial Institute, a circular letter with regard to the character and importance of the work carried on by that Institute, which expressed the belief that if its nature were better known the Institute might render still more valuable service to the several countries composing the British Empire.

HIGH COMMISSIONER FOR CANADA ADVISES THAT CATALOGUES, PRICE LISTS, ETC., BE SENT TO HIS OFFICE.

In May the Department of Trade and Commerce, Ottawa, communicated a suggestion from the High Commissioner for Canada in London to

the effect that it was advisable for manufacturers and shippers to forward to him illustrated catalogues, price lists, etc., used by them in their businesses, so that they might be kept on file in the High Commissioner's office for use in replying to enquiries relating to trade between Canada and Great Britain. This intimation was published in the newspapers at the time, and is given here with a view to calling renewed attention to Lord Strathcona's request.

PACIFIC CABLE.

A request of the Vancouver Board of Trade for co-operation in bringing before the Government the advantages of the Pacific cable was complied with by the adoption of the following resolution, which was communicated to the Dominion Premier :—

“That the Council of the Montreal Board of Trade is in accord with the Vancouver Board of Trade in affirming that the question of the earliest possible completion of a Pacific cable from British Columbia to Australia is one that demands the earnest and careful consideration of the Dominion Government.”

CABLE COMMUNICATION WITH THE WEST INDIES.

The following cablegrams were on 1st February exchanged between the Royal Jamaica Society of Agriculture and Commerce and this Board upon the completion of cable communication with the West Indies :—

“The Royal Jamaica Society of Agriculture and Commerce congratulates the Montreal Board of Trade on the completion and opening of direct cable communication, and hopes that it may lead to a large extension of business between the Dominion and British West Indies.”

To the Royal Jamaica Society of Agriculture and Commerce :—

“Montreal Board of Trade heartily reciprocates your congratulations, and earnestly hopes that the direct cable may promote commerce between your branch of the Empire and ours.”

TRADE WITH THE WEST INDIES.

As the result of a visit from a resident of Nassau, Bahama Islands, the following resolution was adopted on 9th March, and communicated to the Minister of Trade and Commerce :—

“That the Council of the Montreal Board of Trade is in favour of the Dominion Government opening negotiations with the Governments of the British Possessions in the West Indies, with a view to promoting direct trade between Canada and those Possessions.”

This resolution was presented to the Minister of Trade and Commerce by the said visitor, who received from the Minister the assurance that he would bring the whole question of trade with the West Indies before his colleagues in the Cabinet.

TRADE WITH BRITISH HONDURAS.

A resident of Belize, British Honduras, having addressed the Council with respect to the opening up of trade connections between that Colony and Canada, copy of the correspondence was forwarded to the Minister of Trade and Commerce at Ottawa, who replied that he had written direct to the correspondent at Belize that Canada has offered preferential trade, and if sister Colonies are anxious to take up the offer or meet it on reasonable terms, every effort will be made to induce those interested to take up the matter in the hope that eventually trade of considerable importance may be established.

SOUTH AFRICAN EXHIBITION.

Notice was received and made public early in September with respect to the South African Exhibition at Cape Town, the same stating that the sailing ship "Acadia" would be ready to load at Quebec about the 1st October and would sail about the end of that month to Cape Town direct, also that the Government would arrange for a responsible agent at Cape Town who would take charge of consignments on arrival.

INTERIOR ROUTES TO THE YUKON.

In consequence of the telegraphic request of the Winnipeg Board of Trade, a special meeting of the Council was held on 18th February to receive a deputation of that Board respecting an interior route to the Yukon, and, as a result of the representations made by that deputation, the following resolution was adopted on 21st February:—

"Whereas, it is important that the large influx of immigrants which the Yukon gold fields will attract during the coming season should reach that district by an all Canadian route; and

"Whereas, until the completion of the projected Canadian railway in connection with navigation routes to the Yukon district, immigrants thereto will almost inevitably travel via the U. S. routes unless an alternative route is at once provided; and

"Whereas, it is understood that an overland route can easily and speedily be opened up which will not only keep parties travelling by it entirely within Canadian territory, but also

conduct them through vast stretches of country in some parts suitable for grazing and agricultural purposes, and in others rich in mineral deposits, which advantages would assuredly induce large numbers to sooner or later permanently settle therein; therefore

"Resolved, that this Council hereby prays the Dominion Government to approve the construction of a waggon route between Peace River and Nelson River, and from thence to the Pelly River, also the necessary improvements of the Mackenzie River portages, and the Council respectfully urges that these works be proceeded with immediately, so that the route may as far as possible be made available for immigrants this season."

About the same time the Prince Albert Board of Trade communicated copies of a pamphlet concerning the Prince Albert route to the Yukon, which stated that this route was one of the best, and certainly the cheapest, and asking that the Council would assist in making known said routes to the public. This request was complied with by placing copies of the pamphlet in the reading room, and by calling the attention of the newspaper press of the city to the matter. On 14th March, at request of the Prince Albert Board of Trade, the Hon. J. F. Betts, Speaker of the Legislative Assembly of the Territories, was afforded an opportunity of addressing the members on 'Change respecting the Prince Albert route to the Yukon.

CONSTRUCTION OF STIKINE-YUKON RAILWAY URGED.

The Council being made aware of the general desire among the membership that it should take action respecting the Stikine-Yukon Railway, a special meeting was held on 25th March, at which, after consideration of the matter, the following resolution was adopted and communicated to the Premier, the Minister of Railways and Canals, the Speakers of the Senate and the House of Commons, and the Chairman of the Railway Committee:

Whereas, the opening of communication with the Yukon district is of vital importance to the mercantile and manufacturing interests of this country; and

Whereas, such communication can, in the opinion of this Council, be most quickly obtained by the construction of a railway between Teslin Lake and Port Simpson; therefore

Resolved, That the Council of the Montreal Board of Trade hereby prays the Parliament of Canada to legislate for the immediate construction of a railway on Canadian territory between Teslin Lake and Port Simpson or the head of any adjacent inlet on the Canadian coast navigable by ocean vessels, and to provide that the portion of the line between Teslin Lake and Glenora shall be completed by September 1st of this year.

TESLIN COAST RAILWAY TO THE YUKON.

Several members of the Board having received telegrams from Vancouver merchants, asking them to urge the Government to subsidize the Teslin Coast Railroad, to which the British Columbia Government had

already granted four thousand dollars per mile, the telegrams were forwarded to the Premier with a copy of the resolution on the same subject adopted by the Council on 25th March, quoted above.

U. S. CUSTOMS REGULATIONS OBSTRUCT TRANSIT OF CANADIANS AND THEIR
MERCHANDISE INTO THE YUKON DISTRICT.

Representations were made last year by the British Columbia Board of Trade to the Council of this Board with regard to the obnoxious U. S. Customs regulations with respect to the passage of Canadians and their goods into the Yukon region across the disputed territory between the head of Lynn Canal and Bennett Lake. These recommendations were more urgently renewed this year by that Board both to the Government and to your Council. Following upon those representations came a telegraphic request from the Minister of Trade and Commerce for representatives of your Council to proceed to Ottawa and confer with him *re* transit into the Yukon, and your President and first Vice-President therefore proceeded to Ottawa, where they were received by the Minister of Trade and Commerce, the Minister of the Interior and the Minister of Customs, there being also present the President of the Toronto Board of Trade and a representative from Vancouver. The Minister submitted the amended U.S. regulations with regard to the entry and transit of merchandise destined to the Klondike region and North-West Territory by the U.S. sub-ports of Juneau, Dyea and Skagway, which regulations were considered by all present at the interview to be fairly satisfactory, but an amendment was suggested whereby Canadian Customs officers should be empowered to refund to travellers into the Yukon the amount of duty paid to the U. S. Government upon their belongings, and an arrangement made whereunder the amount of duty thus paid should be refunded by the U.S. Government to the Canadian Government.

INCORPORATION OF THE KETTLE RIVER VALLEY RAILWAY COMPANY OPPOSED.

Consideration was given to the application of the Kettle River Valley Railway Company for a charter, the result being that the Council was unanimous in opposing the construction of that railway, and in adopting the following resolution for communication to the before-mentioned Ministers and officers and the Secretary of the British Columbia Board of Trade:—

“That the Council of the Montreal Board of Trade is in hearty accord with the Legislature of British Columbia in strenuously opposing the incorporation of the Kettle

River Valley Railway Company, for the reason that the proposed railway would connect with a line having its terminus in the United States, and that it would therefore draw into that country the ores and traffic from British Columbia, and would thereby affect most unfavourably the commercial and industrial interests of that Province and of the Dominion in general.

“That the Council therefore prays the Dominion Government to reject the Bill for the incorporation of the Kettle River Valley Railway Company, or any other bill providing means for the diversion of traffic from this country to the United States.”

RESOLUTION OF THE NEW ENGLAND SHOE AND LEATHER ASSOCIATION OF
BOSTON FAVOURING THE PRINCIPLE OF OPEN MARKETS.

The New England Shoe and Leather Association of Boston communicated a lengthy resolution adopted by it on the 13th April for communication to the President of the United States and to commercial bodies, of which the following were the closing clauses:—

“That the New England Shoe and Leather Association recognizes and commends the firm stand that Great Britain has made and is now making in both Asia and Africa for the principle of open markets, and the equality of commercial opportunity therein;

“That we urge upon the United States Government the wisdom of co-operating with Great Britain for the maintenance of such equality of commercial opportunity in Asia and Africa;

“That the foregoing be published, and copies mailed to all the representative commercial bodies in the British Empire and the United States of America, inviting them to join in a vigorous campaign for the maintenance of the open market principle in Asia and Africa.”

In acknowledging the foregoing, the Council expressed its pleasure at this recognition of the settled policy of the Imperial Government of this Empire.

CONFERENCE AT QUEBEC BETWEEN BRITISH AND UNITED STATES COMMISSIONERS.

The Council deeming it likely that the various trade interests would be glad of an opportunity to make representations through this Board to the British Commissioners at the Quebec Conference, respecting reciprocal arrangements between Canada and the United States, notice was given to each of the Branch Associations and to interests not so represented, inviting from these different bodies an expression of opinion upon that subject. Upon receiving the replies to that invitation, the Premier was written to as follows:

MONTREAL, October 5, 1898.

To the Right Honourable Sir Wilfrid Laurier, G.C.M.G., Premier.

SIR,—Referring to my letter of August 29th, with reference to the probability that the Council of this Board would desire to submit to the Canadian representatives at the Quebec Conference its views on the subject of reciprocal trade relations between Canada and the United States, I have now the honour to inform you that, as a result of communication with the various Branch Associations of this Board and other trade organizations, the Council has learned (1) that most of the interests represented by those bodies have already taken steps for the presentation of their views to the Canadian Commissioners, and (2) that said bodies are opposed to reciprocal trade between Canada and the United States in manufactured articles and dairy products.

In view of the circumstance that most of the interests concerned have arranged to acquaint the Canadian representatives with their views, the Council deems it unnecessary to carry out its intention of embodying those views in a memorial to the Commissioners, but it desires to impress upon you and your colleagues its conviction that no advances should be made by the Dominion Government in the direction of a general reciprocal tariff with the United States on manufactures, until the preferential tariff with Great Britain has been in force a sufficient time to demonstrate the results of its provisions.

I have the honour to be, etc.,

GEO. HADRILL, *Secretary.*

The Premier in acknowledging this letter wrote "that the representations thereby conveyed to the British Commissioners will receive all due consideration."

REMOVAL OF GRAND TRUNK RY. OFFICES FROM POINT ST. CHARLES TO
THE CITY.

It being represented that an expression of opinion from the Council favoring the removal of the Grand Trunk Ry. offices from Point St. Charles to a more central location in the city might assist those who were promoting that change, the Council, following the precedent of the 1896 and 1897 Councils in approving such removal, adopted on 20th April the following resolution for communication to the City Council and the General Manager of the Grand Trunk Railway System :—

"That the Council of the Montreal Board of Trade would favour the removal of the Grand Trunk Railway offices from Point St. Charles to St. Ann's market or some other available site in that vicinity, as being the most convenient location for the trade of the City."

PIRACY ON THE WRECKED SS. "GANGES."

The SS. "Ganges", while on a voyage from Montreal to Liverpool, was wrecked on the Newfoundland coast on 4th October, and her cargo thereafter plundered by people in the vicinity. The facts being represented to your Council, the Minister of Marine was addressed asking that he would take immediate steps to recover the stolen property and bring the offenders to justice, which brought the promise that the matter would receive the attention of the Department.

POSTAL MATTERS.

Reduction of three-cent letter rate advocated.—At the meeting of 20th April, the possibility of securing the reduction of the three-cent letter rate was again considered, the Council having for many years past been strongly in favour of a two-cent letter rate. It being noted that the Toronto Board of Trade had recently adopted a resolution on that subject, it was decided to endorse it and communicate such endorsement to the Postmaster-General and the Toronto Board of Trade. The resolution was as follows :—

“Whereas, it is claimed that, by economics and improvements introduced into the Post Office Department, a material reduction in the expense of management of the Department has taken place ;

“And whereas, this country, in the large business by correspondence which it does with itself and with the United States, is placed at a serious disadvantage through the fact that its letter rate is fifty per cent. higher than that of the Republic

“And whereas, while the mercantile community suffers from this undue difference in post rates, the newspaper press of Canada is enjoying free and unrestricted use of the mails ;

“And whereas, it is well known that the increase in the use of the mails through reduced postage charges always materially offsets any reduction in rates ;

“And whereas, this Board has been continuously on record since 1886 as being in favour of a two-cent letter rate ;

“Therefore, be it resolved, that this Council do and does hereby approve of the proposal to adopt a two-cent letter rate throughout Canada and between Canada and the United States.”

The Postmaster-General's acknowledgment said that the matter of such reduction had been under consideration for some time, and that legislation was now being asked for to enable the Government, so soon as the finances of the Department would permit, to adopt the reduction asked for. Since then the Government has not only conceded this much desired reduction, the same taking effect on 1st January, 1899, but it has also reduced from five cents to two cents per half ounce the rate to Great Britain and Ireland and a number of British possessions.

Posting of Letters after ordinary mail-closing hours.—The Council having asked the Postmaster-General to adopt the system prevailing in England, whereunder, by affixing extra stamps, letters might be posted after the usual hours for closing the mails, the Postmaster on 18th October replied thanking the Board for the suggestion, and stating that he had referred the matter to his officers for report thereon, and that so soon as the report was received he would give the matter his serious consideration.

Carriage of Mails from this Port by other than Mail Steamers.—As a result of the fast type of cargo steamers now being employed in the Montreal trans-Atlantic trade, it frequently occurred that important documents, such as bills of lading, sent via New York, did not reach Great Britain until after the steamer carrying the goods had arrived, to the great inconvenience of the consignees, who had difficulty in obtaining delivery of their goods without the production of the necessary documents. The Council, therefore, addressed the Postmaster-General, asking his consideration of the whole matter with a view to arranging that all steamers from this port sailing on regular advertised dates each week, and having a speed of over twelve knots an hour, should be permitted to carry a mail bag, so that the cargo and the cargo advices would travel by the same boat. The Postmaster-General, the Honourable Mr. Mulock, met this request with the greatest promptness, the conditions as finally arranged being as follows:—

“(1) That the owners of any vessel or line of vessels desiring post letters to be sent by such vessel or vessels to the United Kingdom shall in writing make known such desire to the Postmaster at Montreal, and shall from time to time keep the Postmaster advised as to the times of their vessels' sailings, and shall be liable for the proper custody of all mail matter until it is delivered to the Postmaster-General of the United Kingdom.

“(2) That the post letters intended to be so despatched by any such vessel or vessels shall be only such letters as are marked for despatch by such vessel, but, nevertheless, no claim for compensation shall arise in the event of post letters, not being so marked, being so despatched.

“(3) That the bag containing such post letters shall, if desired on behalf of the vessel by which the same is requested to be sent, be forwarded by the Department from Montreal by regular train to Rimouski or St. Anaclet as may be desired, and there delivered to the owners of such vessel, or their duly authorized officials, agents or employees, to be placed upon board such out-going vessel, at the expense of such vessel;

“(4) That the owners of such vessel shall pay all the expenses involved in transferring such bag and contents from the railway to the vessel, and the carriage of the same until delivered to Her Majesty's Postmaster-General in England, and shall with all due despatch deliver same to him;

“(5) That inasmuch as the ocean charges for the carriage to the United Kingdom of the whole of such Canadian mails as may from time to time be sent to the United Kingdom from Canadian Ports are otherwise arranged and paid for, therefore, it is to be clearly understood that, by reason of the sending of mails under the foregoing provisions or any modifications thereof, no claim shall be made for compensation from the Government of Canada, nor shall the Government be liable for the payment of any sum in respect thereof.”

The Council was careful to express to the Minister its thanks for the manner in which he had met its representations with regard to the need for this extra mail service, and in acknowledging those thanks the Honourable Mr. Mulock wrote that he was pleased to know that the arrangements met with the approval of the Council, and that he would at all times have the greatest pleasure in promoting the interests of the mail service on behalf of the people of Montreal.

Subsidized Trans-Atlantic Mail Service.—After consideration of the question of the subsidized trans-Atlantic mail service, the Council, on 11th November, communicated to the Minister of Trade and Commerce its conclusions on that service as follows :—

“The Council is of the opinion that the existing and past arrangements for the carrying of trans-Atlantic mails have not proved satisfactory, for, while the same have cost the country large sums annually, the advantages have been far from commensurate with the expenditure. In this connection it is submitted that a statement showing the quantity of mail matter carried by the subsidized lines from the St. Lawrence in the summer and Halifax in the winter would demonstrate the fact that the Government has been paying a very large sum for the small amount of mail matter carried.

“A feature of the system now in vogue which the Council considers very regrettable is that no encouragement is given thereunder to increase the speed of the steamers employed by the subsidized lines, the result being that most of the boats now engaged in the service are from ten to fifteen years old, and so the transmission of mail matter by the Canadian service is as slow as it was many years ago.

“The Council is unanimous in approving the principle of a handsome subsidy being paid to secure a quick and regular mail service between Canada and Great Britain, but it is strongly opposed to the renewal of the mail contract upon the old terms, and it would therefore urge instead that a good subsidy should be paid for a weekly service of steamers with a guaranteed speed of not less than sixteen knots, the contract to provide that the full amount of the subsidy shall not be paid when such speed is not maintained throughout the trip unless reasonable cause for the delay be shown.

“The Council would further suggest that, as there are not available here at the present time sufficient sixteen knot steamers to perform a weekly mail service, the arrangement for the trans-Atlantic mail service shall, pending that much-needed consummation, be on the poundage basis upon which the Canadian mails via New York are now carried.”

The Minister in acknowledging the foregoing conclusions stated that they had received the fullest consideration, but that it was not the intention at present to make any further arrangements until the opening of navigation in the spring, and that it was expected that between now and then some satisfactory agreement would be arrived at.

CUSTOMS MATTERS.

Prevention of Importation of Adulterated Teas.—As at the last meeting of the 1897 Council representations were made to the effect that at that time large quantities of adulterated teas had been brought into this country, and that the consumption of such tea was injurious to the public health, your Council addressed the Minister of Customs urging that the necessary steps be taken to prevent the introduction of adulterated teas into Canada. The Minister, in replying, said that the Department was taking all possible and reasonable precautions to prevent the importation of adulterated or spurious teas into the Dominion, and accompanying his reply was a memorandum on the subject issued by the Department to collectors of Customs, respecting which the Council was informed by experts that, if its provisions were strictly enforced, there would be no cause of complaint.

Customs test for Tea.—In April the Council, at the request of the Wholesale Grocers' Association, forwarded to the Minister of Customs a petition from the leading wholesale tea dealers of this city, praying that the infusion test for tea be substituted for the chemical test now in use. The Minister replied promising consideration of the request, and subsequently, at request of the Department, the Council appointed a member of the tea trade (Mr. P. S. Doyle) to attend a meeting of the Board of Customs in Ottawa to consider the subject of tea standards. More recently representatives of the tea trade met at Ottawa the officers of the Department, when the Department accepted the principle of the infusion test, and it is believed that that test will soon be put into operation.

New regulations respecting invoices.—The Council's attention was directed early in December to a memorandum issued on 10th November by the Customs Department, which imposes upon foreign exporters of goods shipped to Canada and upon importers here, sundry conditions in the shape of oaths and declaration which appear to be very onerous, and, so far as foreign exporters were concerned, unlikely to be fully complied with. It was resolved to address the Minister of Customs with regard to the matter, but before doing so reports thereon were asked from the Wholesale Grocers' Association, the Wholesale Dry Goods Association and the Metal and Hardware Manufacturers' and Merchants' Association, Mr. Henry Miles at the same time undertaking to make enquiry of the customs officials here with regard to the requirements of the said conditions. All three Associa-

tions were agreed in objecting to the certificate for invoices of merchandise imported into Canada provided in Form J., a shorter form being suggested stating that the invoice was "correct, and represents the fair market value at which such goods are sold in similar quantities for home consumption in this market where produced." The Minister of Customs then very courteously offered to meet the Council at its meeting on 21st December, and did so accompanied by Mr. John McDougald, Commissioner of Customs, and Mr. R. S. White, the Montreal Collector, the meeting being attended also by special representatives of the before-mentioned Branch Associations. The reports of these Associations were read to the Minister, and also the report prepared by Mr. Henry Miles, the latter, at the Minister's request, being subsequently forwarded to him. The Minister in replying emphasized the fact that his Department was not responsible for the Customs law, its duty being simply to administer it, also that the new regulations were the result of an effort on his part to procure uniformity of valuation at the different ports, and to make matters easier for the importer, and that, although he had carefully noted the objections made to the new regulations, he was still of the opinion that their operation would be found beneficial to Canadian importers. The Minister's explanation of the new regulations removed some of the objections raised to them, and he moreover undertook to give the Montreal Collector discretion as to the date of putting the new regulations into effect, so that importers might not be inconvenienced by the fact that the foreign exporters had not yet become used to fulfilling the new requirements.

U. S. WAR TAX CHARGED ON CANADIAN IMPORTS.

It being represented that United States collectors were applying a section of the war tax to all shipments of foreign goods coming through United States ports to Canada, the Minister of Trade and Commerce was addressed with regard to the matter, and the Minister, who was then attending the sessions of the International Commission at Washington, replied that he would lose no time in laying the matter before that Commission.

INSOLVENCY LEGISLATION.

Early in the year it became known that an Insolvency Bill was in course of preparation based upon that which passed the Senate in 1895, and when this bill was introduced into Parliament by Mr. Thos. Fortin, M. P., the

Council gave its support to the measure in the following letter addressed to Mr. Fortin, and published in the newspapers at the time;—

OFFICE BOARD OF TRADE,
MONTREAL, March 15, 1898.

THOS. FORTIN, ESQ., M.P., OTTAWA.

DEAR SIR,

I am directed by the Council of this Board to express most emphatically its satisfaction that you have, as requested by the Council's insolvency committee, prepared a bill respecting insolvency, and that you are about to introduce that bill into the House of Commons.

The Council, like all bodies in close touch with the business interests of the Dominion, is convinced of the urgent need for legislation whereunder the assets of insolvent debtors shall be equitably divided; a need emphasized by the fact that the system of preferential assignments prevalent in some provinces has rendered England and other European countries unwilling to give credit to Canadian houses.

While slight differences of opinion may arise in discussing the detail of your bill, you may rest assured that not only the Montreal Board of Trade, but all other influential Boards of Trade throughout the country, will support you in this effort to provide for the equitable distribution of insolvent estates, and I am further to say that the Council of this Board is anxious to assist you in any way that you may suggest towards procuring the adoption of insolvency legislation at this session of Parliament.

In conclusion, I am to say that, as briefly epitomized in a memorial to the Right Hon. the Premier, copy of which is appended, this Board has, in conjunction with other Boards of Trade, labored for several years in endeavoring to secure this much-desired insolvency legislation, and that, as the need therefor is now very generally recognized, the Council most earnestly hopes that Parliament may, in its wisdom, approve such legislation during the present session, so that the reproach of being without an insolvency law may be removed.

I am, Dear Sir,

Yours truly,

GEO. HADRILL, *Secretary.*

Somewhat later, on 6th April, the Council adopted the following resolution in support of Mr. Fortin's bill:—

“That the Council of the Montreal Board of Trade views with the greatest satisfaction the introduction at this Session of the Dominion Parliament of an Act respecting Insolvency, and hereby expresses its sense of obligation to Mr. Thos. Fortin, M.P., for the service he is endeavouring to render the commercial communities of this Dominion in preparing and introducing that bill;

“That while there has not yet been opportunity for discussing the various clauses of the said bill, opportunity for which will it is understood be given before a Committee of the House of Commons, this Council, knowing that the bill closely follows the lines of the bill approved by the various Boards of Trade in 1894, which was subsequently adopted by the Senate, meantime heartily endorses its principle, and hereby asks the assistance of all Boards of Trade and other commercial organizations in this country in securing the adoption of this much-needed insolvency legislation.”

This resolution was sent to Mr. Fortin and to the Boards of Trade throughout the country with a letter conveying the following request :—

“ The passage of Insolvency Legislation is regarded by this Board and by most business organizations as being of the greatest importance to the commercial interests of the whole Dominion, but prompt and energetic action on the part of such bodies is necessary to secure that result during the present session. Our Council therefore asks that your Board will consider the matter with a view to adopting a resolution similar to that quoted above, and that the same be forwarded to Mr. Fortin with any suggestions your Board may desire to make respecting the bill, and also to your local Members, with a request that they will use their influence in securing the passage of this long sought-for legislation.”

Several of the Boards responded to the Council's request, but about this time it became apparent that the session would be closed before Mr. Fortin's bill could be reached, and this fact rendered any further efforts on its behalf useless until another session¹ of Parliament was in view.

It is understood that Mr. Fortin will re-introduce his bill at the forthcoming session of Parliament, and your Council hopes that it will be so heartily supported by this Board and other commercial organizations throughout the country as to procure its adoption.

CURATORS SHOULD BE COMPELLED TO GIVE SECURITY.

The Council's attention being called to the circumstance that the Revised Code of Civil Procedure did not provide, as desired by resolution adopted at Quarterly Meeting of the Board on April 7, 1896, that curators should be compelled to give satisfactory security for the amount of all estates they administer, renewed representations were made to the Provincial Attorney-General in favour of the amendment of section 874 of the Code, so that, instead of providing that the curator appointed *may* be required to give security, it shall provide that the curator appointed *shall* be required to give security, etc. The reply stated that the Attorney-General was of the opinion that the nature of the amendment recommended *does* not come within the purview of Government legislation, and therefore that it should be presented by a private member of the Legislative Assembly. Your Council is unable to agree in this view, and has recently asked the leading Boards of Trade in this Province to assist in procuring the desired amendment of the Code.

PRINCE EDWARD ISLAND EVIDENCE ACT.

On 14th May, 1898, the Prince Edward Island Legislature passed the following amendment of “ The Evidence Act,” with the object of facilitat-

ing the collection of the tax imposed upon commercial travellers, and to prevent evasion of the law imposing that tax :—

“ In any action or proceeding by a creditor not permanently residing in this Province against any person doing business within this Province for the recovery of the purchase money or any part thereof for the sale to such person of any goods, wares or merchandise, or for any promissory note, bill of exchange, or other security given for such sale under the provisions of An Act to Impose a Direct Tax on Certain Classes of Traders, such creditor shall not obtain a verdict, judgment or decision therein, unless it is proved at the trial of such action that at the time of such sale the said creditor or the person who acted or sold for him such goods, wares or merchandise had duly taken out a license according to the provisions of ‘ An Act to Impose a Direct Tax on Certain Classes of Traders,’ and which license was in force at the time the sale of said goods, wares or merchandise was negotiated. A certificate under the hand of the Provincial Treasurer that such license had been granted and was in force at the time of such sale shall be sufficient evidence before any Court of competent jurisdiction of the issuing and validity of such license. This section shall not be construed to apply to contracts entered into before the passing of this Act.”

It being considered that this legislation would prove very serious to firms doing business in Prince Edward Island, the Bankers’ Association was at once addressed with a view to ascertaining, through that organization’s legal adviser, whether such legislation could not be disallowed by the Governor-in-Council. It being ascertained later on in the year that the legislation was still in force, the Council addressed the following petition to the Governor General in Council :—

To His Excellency the Right Hon. the Earl of Minto, etc., Governor General of the Dominion of Canada, in Council.

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

That on 14th May, 1898, the Legislature of Prince Edward Island passed an act in amendment of the Evidence Act, providing in effect that creditors not residing in that province could not recover by legal process from residents of Prince Edward Island the amount of any indebtedness incurred for goods sold, unless the creditor could prove that the traveller who sold the goods had duly taken out a license according to the provisions of “An Act to Impose a Direct Tax on Certain Classes of Traders,” and that such license was in force at the time of the sale of said goods ;

That your petitioners protest against such legislation for the following reasons : (a) That it is most unrighteous, in that it provides dishonest traders in that province with a method whereby they can legally repudiate payment of their just debts ; (b) that it is an unlawful attempt to enforce payment of the most undesirable tax on commercial travellers provided by “An Act to Impose a Direct Tax on Certain Classes of Traders,” and (c) that in its effect upon the holders of promissory notes for goods sold in Prince Edward

Island, said law is believed to be in opposition to the rights given by Dominion legislation to the holders of such notes ;

Wherefore, your petitioners humbly pray Your Excellency in Council to protect traders in other provinces of the Dominion from the effect of such baneful legislation by disallowing said Act, " An Act in amendment of the Evidence Act," passed by the Prince Edward Island Legislature on 14th May, 1898.

And your Petitioners, as in duty bound, will ever pray, etc., etc., etc.

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

JAMES CRATHERN, *President.*
GEO. HADRILL, *Secretary.*

MONTREAL, 21st Nov., 1898.

The Council understands that the Bankers' Association is also endeavoring to procure the disallowance of this Act, and it is hoped that the joint efforts of the two bodies may prove successful.

MUNICIPAL AFFAIRS.

Draft Revision of the City Charter.—The special committee of the City Council appointed to revise the City Charter having transmitted a draft copy thereof with the request that the Council consider the questions therein specially affecting its interests, and forward to the committee any suggestions that it might judge advisable to offer, your Council referred the document to its Municipal Affairs Committee for consideration and report. That committee, through a long series of meetings, gave much time and attention to this work, the result being a report which was adopted by the Council on 26th October with an expression of its warm acknowledgments to the members of the committee for their arduous services. That report was then communicated to the City Charter Committee as follows :—

THE MONTREAL BOARD OF TRADE,
MONTREAL November 1, 1898.

TO HIS WORSHIP MAYOR PRELONTAINE,
Chairman City Charter Committee :

SIR,—

I have the honour to inform you that, in accordance with request conveyed in a letter from the City Clerk, the Board of Trade has given consideration to the draft of the Revised City Charter communicated to it, particularly to those portions thereof which are of special concern to the commercial community which the Board represents. As a result of such consideration of the draft charter, the Board has adopted some important amendments and minor suggestions, which I now have the honour to present in detail as follows for your consideration:—

CHAPTER II.

Sec. 5 (p. 11). "The Council may by resolution or by-law approved by two-thirds of its members alter or modify the limits of the said wards or any one or more of them, provided that any such alteration or modification shall be made only to secure a more equitable representation in the council of the city."

Instead of this section the Board favours the scheme adopted by the City Council's Charter Committee.

CHAPTER III.

Sec. 3 (p. 12). It is the opinion of the Board that the re-affirmation by the City Council of a by-law, resolution, obligation or contract vetoed by the Mayor should require a vote of three-fourths of the whole Council instead of a majority as herein provided.

Sec. 4 (p. 13). The Board desires that the limit of the salary of the Mayor shall be four thousand dollars instead of two thousand as herein provided.

Sec. 9 (p. 13). "No person shall be nominated or elected alderman unless he has been a resident of the city for one year immediately preceding the election."

This section is approved by the Board.

Sec. 10 (p. 13). "No person shall be eligible as alderman unless he shall have been seized of and shall have possessed as proprietor, in his own name, during the six months immediately preceding the day of his nomination, real estate in the city, of the value of two thousand dollars, as established by the valuation and assessment roll in force at the date of his nomination."

The Board recommends that, after the words "two thousand dollars," there be added the words "free from encumbrances."

Sec. 21 (p. 16). Indemnification of the aldermen is approved, and the Board believes the amount of the indemnity should not be less than five hundred dollars per annum.

CHAPTER IV.

Sec. 3 (p. 19). "If a corporation is proprietor, occupant or tenant of any land or buildings, none of the members of said corporation are entitled as such to vote and to be entered on the voters' list."

The Board of Trade strongly urges that this section be deleted and another introduced giving joint stock companies a vote, there being a large amount of real estate in the city owned by joint stock companies, which, while contributing largely to the revenue of the City, has no representation on the City Council.

CHAPTER VI.

Sec. 2 (p. 32). Many provisions of the twenty-sixth and twenty-seventh clauses conflict with the Harbour Commissioners' privileges and jurisdiction, and where this is the case they should be struck out.

Section 2 (p.32). Thirty-first clause. The power herein given to license and regulate prize fighting, boxing and sparring exhibitions is objected to, and the Board recommends that such exhibitions be prohibited by the inclusion of prize fighting, boxing and sparring exhibitions in the provisions of the forty-second clause of this section (see p. 34).

Sec. 2 (p. 33). The wording of the forty-first clause should be "to regulate or prohibit," and the Board recommends that, in the list of articles mentioned, carbide of calcium should be included.

Sec. 2 (p. 36). Fifty-fourth clause. There being provincial legislation respecting fire escapes and appliances for protection against fire, the Board suggests that this clause should be amended so as not to conflict with such provincial legislation.

Sec. 2 (p. 38). Seventy-first clause. The Board is of opinion that this clause should also provide for the inspection of electrical fittings and wiring and make a certificate necessary before any installation can be used; also (if not so provided elsewhere) that the City Council should take power to order wires of every description to be placed under ground.

Sec. 2 (p. 39). Eightieth clause. It is presumed that the last word of this clause "State" should be "Province."

Sec. 11 (p. 47). The Board desires that the last line should read "approved by majority in number and value of such proprietors," and would suggest that this alteration should be made wherever similar wording occurs in the Charter.

CHAPTER VIII.

Note.—See p. 61. The Board deems it of the greatest importance to the interests of the City that the books of the corporation should be audited annually by one or more independent professional auditors appointed by the City Council or by its Executive Board.

Sec. 5, Clause 8 (p. 62). In order that it should not be possible at any time for the fire insurance on buildings owned by the City to be placed with unstable companies, the Board recommends that the clause be amended by the addition of the words "licensed by the Dominion Government" after the words "insurance companies."

CHAPTER XI.

Sec. 3 (p. 77). "The Council may make by-laws to impose and levy an assessment on immoveable property in the city subject thereto not to exceed one per cent. of the assessed value of such property, for which assessment such immoveable property and also the owner thereof shall be liable personally; but the Council may impose and collect an additional assessment not exceeding one quarter of one per cent. upon the immoveable property subject to taxation and assessment, during such time as the amount of the funded indebtedness of the city is greater than fifteen per cent. of the assessed value of the assessable immoveable property within the city."

The Board being anxious that the funded indebtedness of the city shall as speedily as possible be reduced to the legal limit, urges that this section shall be amended by the substitution of the following paragraph for that now commencing on the sixth line with the words "but the Council may impose;"—"but during the time that the funded indebtedness of the city is greater than fifteen per cent. of the assessed immoveable property within the city, the Council may annually enact a by-law, effective for the succeeding twelve months only, providing for the imposition and collection of an additional assessment not exceeding one quarter of one per cent. upon the immoveable property subject to taxation and assessment, and that the amount collected thereunder shall be used in the proportion of fifty per cent. towards the liquidation of the debt in excess of the limit of fifteen per cent. of the assessed immoveable property, and fifty per cent. towards current expenditure."

Sec. 4 (p. 77). The Board urges that clauses *c*, *d* and *e* should provide that the lands to be exempted from taxation shall be limited to a certain restricted area around the buildings therein referred to, not in any case to exceed ten times that occupied by said buildings, also that, in clause *f*, the word "incorporated" should be struck out.

Sec. 6, Clauses *a* and *b* (p. 79). In the opinion of the Board these should be amended so that the special tax on brokers, other than stock brokers, commission merchants and real estate agents, shall not exceed fifty dollars, instead of not exceeding four hundred dollars as now provided; and that the special tax of "not exceeding four hundred dollars" shall continue to apply to stock brokers, financial agents, money lenders and pawnbrokers, but be increased to "not exceeding five hundred dollars" on theatres and all like places of amusement kept open for profit, on clubs, keepers of inns, saloons or restaurants where wines, beer or spirituous liquors are sold—on ferrymen or steamboats plying for hire for the convenience of travellers and freight to or from the city. The provisions of the section of clause *b* commencing with the words "on soap and candle factories," whereunder a special tax not exceeding four hundred dollars may be imposed on all factories and work-shops of any kind whatsoever, are considered too sweeping, as such taxation would drive manufacturing industries away from the city; the Board, therefore, strongly urges that the present system of taxation of such factories and workshops shall be continued.

Sec. 6, Clause *c* (p. 79). The Board recommends that the special tax of "not exceeding two hundred dollars per diem," provided on circuses, menageries, travelling exhibitions and shows, should be increased to "not exceeding four hundred dollars per diem."

Sec. 6, Clause *e* (p. 79). The special tax herein provided to be levied on tenants will, in the opinion of the Board, eventually be paid by the proprietors, and the Board therefore suggests, as extra taxation on real estate is already provided for in the draft revised charter, that, if further taxation be absolutely necessary, such be placed on the tenant in the shape of an increase of the water rate.

Sec. 5, Clause *f* (p. 79). The Board does not favour this clause or any special tax on non-residents.

Sec. 6, Clause *k* (p. 80). That, because it is important in the interests of St. Lawrence navigation that ocean marine insurance companies be encouraged to do business in this port, a fact which the Dominion and Quebec Governments have recognized by exempting such companies from certain taxations, the Board urges that ocean marine insurance companies be exempted from this clause, and that one tax be levied upon any agent of such companies without reference to the number of companies he represents.

CHAPTER XII.

Sec. 1 (p. 83). The present system of appointing the Board of Assessors for one year is preferred by the Board of Trade to the arrangement provided in this clause that they shall hold office during good behaviour.

Sec. 5 (p. 83). The Board strongly urges that this section shall provide that the assessment rolls shall be published every two years, and that copies shall be procurable by the public at cost price.

Sec. 13 (p. 85 & 86). The Board considers that the aggrieved rate-payer should be allowed to petition the Superior Court in the first instance, instead of the Recorder's Court, and that in such case there should be no appeal from the Superior Court's decision.

CHAPTER XV.

Sec. 4 (p. 96). The Board recommends an addition to this clause providing that, should the Mayor veto the by-law authorizing a loan, the City Council may over-ride such veto by a three-fourths majority vote of the entire Council

Sec. 6 (p. 97). The Board desires that in the last line but two instead of "majority of the owners," it should read "majority in number and value of the owners."

EXPROPRIATIONS.

The Board considers that the City Council should be empowered to declare whether the cost of an expropriation should be borne partly or entirely by the frontage proprietors or entirely by the city. The Board would approve of the insertion of a clause in the Charter which would put the whole matter in the hands of three commissioners who might hear the parties, but no witnesses thus reducing the cost; this method of procedure to apply both to the proportion of the improvement payable by the proprietor and by the city, and also to the cost of the improvement itself and the amount to be awarded to the proprietor.

EXECUTIVE BOARD SYSTEM.

The Board of Trade approves the Executive Board System, provided only that such Board be elected under the plan of dividing the city into three sections, east, centre and west; the aldermen of the wards constituting each section electing from their number two representatives for their section, and the six aldermen so elected, with the Mayor, constituting such Executive Board. The Board suggests that the six aldermen composing the Executive Board should be remunerated at the rate of two thousand dollars per year in addition to their ordinary indemnification as aldermen, which, as elsewhere stated, the Board considers should be five hundred dollars a year.

The Board of Trade trusts that the foregoing suggested amendments to the Revised City Charter may be favourably considered by the Charter Committee and by the City Council, and that the result of the arduous labours of these two bodies may give to the city a good and easily workable charter under which our citizens can govern themselves without the need of endless and costly legislation at Quebec.

I have the honour to be, Sir,

Your Worship's obedient servant,

GEO. HADRILL,

Secretary.

The Council then received an intimation from the City Clerk stating that the Civic Charter Committee would be prepared at a special meeting at the City Hall on 4th November to hear all representations which might be made to it concerning taxes and assessments, and your Council was repre-

mented at that meeting by the members of its Executive and Municipal Affairs Committees as follows:—James Crathern, president; Chas. F. Smith, Henry Miles, F. W. Evans, E. L. Bond, John Macfarlane, and Wm. McMaster. The President introduced Mr. F. W. Evans, chairman of the Municipal Affairs Committee, as spokesman on the occasion, and most probably were the chief points of that committee's report set forth by that gentleman, it being very gratifying to observe the good impression made on the Civic Committee and others present by Mr. Evans's concise and pointed utterances.

The draft charter, with some further revision, has been finally approved by the City Council, and it will soon be necessary for representatives of this Board to closely watch its progress at Quebec, so as to be in attendance whenever any of the provisions thereof require support or opposition.

Threatened Cessation of City Scavenging.—At Council meeting of 9th November the following resolution was adopted for communication to the Corporation:—

That the Council of the Board of Trade has learned with regret of the decision of the Health Committee to suspend for the balance of the year the operations of the Scavenging Department;

That in the Council's opinion such suspension is calculated to do serious damage to the City both commercially and from a sanitary point of view, particularly when the present condition of the streets is taken into consideration, and, therefore,

That the Council hereby urges the City Council to at once adopt such measures as may be necessary to put into operation the two most important Departments, Scavenging and Street Cleaning, so that the credit of the city and the health of its citizens may not be further impaired.

Royal Commission on Civic Administration asked for.—Quite recently (on 19th Jan., 1899) your Council adopted the following resolution in support of an effort on the part of numerous citizens to procure the appointment of a Royal Commission to enquire into the Civic administration of this City:—

“That in the opinion of the Council of the Montreal Board of Trade, a thorough investigation by a Royal Commission into the civic administration of this City would have results which would tend to its better government, and the Council, therefore, endorses the petition about to be presented to His Honour the Lieutenant-Governor in Council praying that such an enquiry be instituted.”

The foregoing was communicated to the Honorable Mr. Marchand, the Provincial Premier.

INSPECTION AND OTHER OFFICES.

Inspection of Wheat and other Grain.—Inspector, HOSPICE LABELLE. Board of Examiners, 1898, E. F. CRAIG, Chairman; THOS. A. CRANE, A. G. McBEAN, JOS. QUINTAL, ADAM G. THOMSON.

Selection of Standard Samples.—The meeting at Toronto for the selection of standards of grain grown east of Port Arthur, held 13th September, was attended by MR. E. F. CRAIG and MR. ALEX. McFEE, and the Winnipeg meeting for the standards of grain grown west of Port Arthur, held on 5th and 6th October, by MESSRS. T. A. CRANE and ALEX. McFEE, the latter gentleman replacing MR. O. M. GOULD, who is no longer connected with the grain business.

Inspection of Flour and Meal.—Inspector, PHILEAS ROUSSEAU. Board of Examiners, 1898, J. E. HUNSICKER, Chairman; A. E. GAGNON, W. A. HASTINGS, JAS. S. NORRIS, J. LIONEL SMITH.

An Inspector appointed.—MR. PHILEAS ROUSSEAU having intimated to the Board of Examiners that, although the remuneration of the office (derived from the inspection fees) was likely to be small, as so little flour is inspected now, he was willing to accept the inspectorship, he was, after passing a satisfactory examination as to his ability and fitness for the office, duly appointed thereto by the Government.

Meeting for Selection of Standard Samples.—The following composed the Board appointed by the Government for the selection of the standards of flour :—MESSRS. DAVID ROBERTSON, chairman; A. E. GAGNON, H. W. RAPHAEL and LIONEL J. SMITH, of Montreal; WILLIAM BRODIE, of Quebec; WM. GALBRAITH and J. L. SPINK, of Toronto; W. G. BAILEY, of Hamilton; J. D. SAUNBY, of London; ROBERT NOBLE, of the Dominion Millers' Association; ROBT. MUIR, of Winnipeg; and GEO. HADRILL, secretary. The meeting was held in this building, on Friday, 28th October, and the standards then chosen were subsequently distributed through the local officers of the Department of Inland Revenue.

Inspection of Hay.—Inspector, none. Board of Examiners, 1898, JOHN CROWE, C. B. ESDAILE, JOS. QUINTAL, JOS. ROBILLARD, JAS. SCOTT.

Inspection of Leather and Raw Hides.—Inspector of Leather, J. H. MOONEY; Inspector of Raw Hides, ANSELME BISSONNETTE. Board of Examiners, 1898, JAS. LINTON, F. C. A. McINDOE, JAS. PRICE, THAXTER SHAW, J. ALEX. STEVENSON.

Inspection of Beef and Pork.—Inspector, none. Board of Examiners, 1898, JAMES ALLEN, PETER LAING, M. J. McGRIL, W. H. MASTERMAN, STEWART MUNN.

Inspection of Pot Ashes and Pearl Ashes.—Inspector, EDWARD J. MAJOR. Board

Examiners, 1898, CHAS. H. CUNNINGHAM, R. LACY DILLON, HENRY DOBELL, JOHN E. KIRKPATRICK, D. T. TEES.

Inspection of Pickled Fish and Fish Oil.—Inspector, none. Board of Examiners, 1898, JOHN BAIRD, ALBERT HEBERT, R. P. MCLEA, L. E. MORIN, STEWART MUNN.

Compulsory Inspection of Fish.—At request of the Council of the Board of Trade, the Examiners considered the question of the advisability of making the inspection of fish obligatory, with the result that a report was sent in expressing the opinion that such compulsory inspection, while very desirable, was impracticable because of the large number of inspectors required, and objectionable because of lack of facilities on the Montreal wharves for such inspection, and the impossibility, with the limited revenue the inspection would produce, of providing the necessary buildings and appliances.

Inspection of Butter.—Inspector, none. Board of Examiners, 1898, A. A. AYER, P. W. MCLAGAN, D. A. MCPHERSON, THOS. SHAW, J. A. VAILLANCOURT.

Office of Weigher, Measurer and Gauger.—(Established prior to date of Inspection Law). Weigher, Measurer and Gauger, D. CAMERON. Board of Examiners, 1898, A. A. AYER, CHAS. CHAPUT, THOS. J. DRUMMOND, JOHN E. KIRKPATRICK, D. L. LOCKERBY.

THE GRAIN AND PRODUCE TRADE.

Wheat.—The year 1898 has been marked by the high prices obtained for wheat during the first half of the year caused by the Leiter manipulation. The 1898 crop in Ontario is of excellent quality and larger than the crop of 1897.

Manitoba has the largest crop ever grown in the Province, estimates running from 32 to 40 millions for Manitoba and the Territories. Unfortunately, a portion of the crop was damaged by rains while wheat was in stook.

The export demand for both Ontario and Manitoba wheat has been excellent, but farmers have not been free sellers, and a large part of the crop has still to be marketed.

Corn.—The exports of corn from the port of Montreal during 1898 were the largest in the history of the port, the figures being 19,214,299 bushels, or more than double those of last year. Prices were good during the whole season, and this, coupled with the exceptional European demand, made the season a profitable one. The admission of U. S. corn free of duty and the failure of the Canadian crop, which was smaller than it had been in any year since 1894, resulted in the importation of a large amount of U. S. corn for feeding purposes.

Peas.—The Ontario crop of 1898 was smaller than the previous one, and with the good demand for export, prices ruling are higher than for several years.

Oats.—The export demand has continued good, and prices are better than those obtained for 1897 crop. The Ontario government report makes the last crop larger than the previous one, and the crop in this province is also large.

Barley.—The last crop turned out one of the best Ontario has had for years as regards color and quality, but the acreage is small.

Rye.—The crop this year has been a fair one, but the quantity grown in Ontario is not very large, and domestic trade is taking the bulk of it this year at good prices.

Hay.—The crop in this Province is a large one, especially of clover. Prices are running very low, preventing free selling and delivery by farmers. However, a limited quantity finds its way to England and even to the United States.

Flour.—The flour trade during the past year has not been of an entirely satisfactory character. The excitement of the Leiter deal forced up prices to a high level for the time being, and, as little business was done at the advance, holders when the deal culminated were forced to work off their stocks, in most cases at a decided loss. For a considerable time the demand was of quite a hand-to-mouth character, but during the last three months there has been a better inquiry at more satisfactory prices.

Tables showing the receipts and shipments of grain and produce at Montreal will be found on pages 102 to 105, the aggregates of Grain, Flour and Meal for the past five years being as follows:—

	1898.	1897.	1896.	1895.	1894.
Receipts.	Bush. 48,204,900	Bush. 37,563,039	Bush. 31,110,321	Bush. 18,035,332	Bush. 16,756,143
Shipments.	46,135,205	34,776,942	27,847,821	15,771,364	14,777,487

Butter.—There has been a good healthy demand for our finest creamery butter all through the season, and at prices which must have been satisfactory to our farmers. Our producers have to be congratulated on their increased output, the large increase in shipments being entirely Canadian

butter, while in 1897 the increase was largely United States produce shipped in bond. It is hoped that our farmers will not rest, but continue to push ahead and secure a larger share of this valuable trade, thus adding materially to their own and their country's wealth.

Cheese.—Markets at the opening of the season were very unsatisfactory, but improved as the year advanced, and the prospects are good for a satisfactory wind-up of the season. The make is estimated at about fifteen per cent less than that of 1897. The stocks at the principal cheese centres are less than previous year, the markets being firm with a good consumptive demand.

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

	1898.	1897.	1896.	1895.	1894.
BUTTER.	pkgs.	pkgs.	pkgs.	pkgs.	pkgs.
Receipts	417,247	454,651	302,333	203,482	166,293
Shipments.....	334,174	245,347	177,169	77,828	38,970
CHEESE.	boxes.	boxes.	boxes.	boxes.	boxes.
Receipts	2,118,877	2,546,592	1,774,791	1,796,916	1,696,594
Shipments.....	2,208,442	2,287,422	2,015,253	1,729,651	1,705,758

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

THE LIVE STOCK EXPORT TRADE.

The exports of cattle from this port were 90,949 head, or about 20,000 less than those of last year.

During the first part of the season the prices were fairly good, and the trade satisfactory, but in the latter months business was so bad that most of the profits already made were swallowed up.

The decreased exports of cattle through Montreal this year are to an extent attributable to the large shipments of Canadian cattle by way of American ports.

Since 1895, when 217,399 head were exported, the export trade in sheep has steadily declined until this year, when only about a sixth of that number was shipped. This year's exports were 34,991 head, a decrease of 26,263 as compared with last year.

Shipments of Live Stock from Montreal to particular Ports during Seasons of Navigation, 1898, 1897, 1896 and 1895, with total figures for eighteen preceding years.

Port.	1898.		1897.		1896.		1895.	
	Cattie.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.
Liverpool.....	37,630	8,462	47,514	15,241	36,956	18,156	39,052	64,198
London.....	23,587	18,313	28,573	31,860	24,984	38,486	24,199	83,940
Glasgow.....	19,849	5,947	24,324	9,951	23,017	13,862	22,370	36,778
Bristol.....	8,743	988	9,866	922	8,034	4,033	7,325	30,608
Newcastle.....	3,499	.....	4,840	1,187	2,453	2,125	1,836	1,875
Manchester.....	5,741	1,281	3,599	2,017	1,060	703	.....	.....
Cardiff.....	.....	.....	472	76	.....	.....	.....	.....
Ports in France ..	.....	.....	.....	.....	3,826	3,306	1,800	.....
Total shipments	99,049	34,991	119,188	61,254	100,360	80,671	96,582	217,399

	Year.	Cattle.	Sheep.	Year.	Cattle.	Sheep.
Total Shipments..	1894.....	87,604	139,763	1885.....	61,947	39,401
" "	.. 1893.....	83,322	3,743	1884.....	57,288	62,950
" "	.. 1892.....	98,731	15,932	1883.....	49,090	84,790
" "	.. 1881.....	109,150	32,042	1882.....	28,358	63,667
" "	.. 1890.....	123,136	43,372	1881.....	27,536	55,538
" "	.. 1889.....	85,670	59,334	1880.....	41,730	74,502
" "	.. 1888.....	60,501	45,528	1879.....	21,626	62,550
" "	.. 1887.....	64,632	36,027	1878.....	15,963	31,841
" "	.. 1886.....	63,932	93,850	1877.....	6,940	9,509

The following Table shows approximately the Amount of Money turned over during the Business Season of 1898 :—

99,049 cattle, valued at \$55 each.....	\$5,447,695
34,991 sheep, valued at \$5 each.....	174,955
Ocean freight, on cattle, at \$8.75 per head.....	901,441
Ocean freight, on sheep, at \$1 per head.....	34,991
Railway carriage, on cattle, at \$3.25 per head.....	320,909
14,154 tons of hay, at \$8 per ton.....	113,232
3,654 tons of feed, at \$20 per ton.....	73,080
Ship fittings, on cattle, \$1.75 per head.....	165,635
Insurance, on cattle, at \$1 per head.....	99,049
Insurance, on sheep, at 25c per head.....	8,747
Keep at yards, on cattle, at 50c per head.....	49,524
Loading fees, on cattle, at 50c per head.....	49,524
Attendants, for ocean voyage.....	68,820
Total expenditure.....	\$7,507,602

The following table shows the shipments of horses to particular ports during the year 1898, with comparative figures for 1897.

	1898.	1897.
Liverpool.....		
London.....	1,145	2,145
Glasgow.....	2,609	5,638
Bristol.....	1,091	1,556
Newcastle.....	895	273
Belfast.....	64	400
	18	39
Total.....	5,822	10,051

THE LUMBER TRADE.

The following table gives the exports of lumber to the various countries during 1898, and the total exports for the four preceding years:—

Lumber ft. B.M...	1898.	1897.	1896.	1895.	1894.
To U. Kingdom & Cont'ntal. Ports..	323,435,366	Total.	Total.	Total.	Total.
South America.,..	11,444,776	} 315,312,166	} 221,334,580	} 175,372,976	} 189,610,029
West Indies.....	549,148				
Total 1898	<u>335,429,290</u>				

LIST OF NEWSPAPERS AND PERIODICALS TO BE SUPPLIED TO THE READING-ROOM DURING 1899.

CANADIAN.	UNITED STATES—Cont.	BRITISH—Cont.
DAILY.	WEEKLY.	WEEKLY—CONT.
Montreal *Gazette, *Herald, *Witness, *La Presse.	New York.... Maritime Ship- ping Register, Iron Age, Engineering and Mining Journal	London..... Spectator, Saturday Review Speaker, Public Opinion, Economist, Mark Lane Ex- press, Grocer and Oil Trade Review, *Commerce, Fair Play, Syren and Ship- ping, Canadian Gazette.
Toronto *Globe, *Mail and Empire.	*Electrical En- gineer, Harper's Weekly, Life, Scientific Amer- ican and Supple- ment, Forest & Stream, Outlook, Critic, Littell's Living Age.	Liverpool..... Weekly Mercury. Edinburgh Weekly Scotsman Dublin..... Weekly Irish Times.
Quebec *Chronicle. Ottawa Citizen. Winnipeg Man, Free Press. Halifax..... Chronicle. St. John Sun.	Cleveland..... *Marine Review. Cincinnati.... *Price Current. Chicago *Farmers' Review. San Francisco. Weekly Call.	MONTHLY.
WEEKLY.	BI-WEEKLY.	London..... *Chamber of Com- merce Journal. *British Trade Journal, *Board of Trade Journal (Gov.) Nineteenth Cen- tury, Contemporary Review, Fortnightly Review, Review of Reviews, New Review, New Illustrated Magazine, Strand Magazine, Idler, Pall Mall Maga- zine, Leisure Hour, Art Journal, Magazine of Art, Artist, Studio, Portfolio (6 Nos. annually), Blackwood's Magazine.
Montreal Canadian Journal of Commerce, Canadian Trade Review, *Trade Bulletin, Shareholder, *Real Estate Record, *Insurance and Fi- nance Chronicle, Le Moniteur du Commerce, Metropolitan.	Detroit Free Press. New Orleans.. Times-Democrat. St. Louis..... Globe Democrat.	ANNUAL.
Ottawa..... *Canada Gazette, Quebec *Official Gazette. Toronto..... *Canadian Grocer. *Canadian Hard- ware and Metal Merchant.	MONTHLY.	London..... Lloyd's Register for 1898-99.
MONTHLY.	New York Harper's, Century, Scribner's, Cosmopolitan, Munsey's, McClure's, Outing, Review of Reviews North American Review, Truth, Art Amateur, Art Interchange, *Popular Science Monthly, Architect's Edition Scientific American. }	CONTINENTAL.
Montreal Canadian Architect and Builder, *Canadian Journal of Fabrics, *Pharmaceutical Journal.	Boston..... New England Magazine.	WEEKLY.
Toronto Canadian Magazine *Monthly Weather Review.	BRITISH.	Paris L'Illustration, Le Monde Illustré, Le Revue de Paris.
Ottawa Canadian Mining Review.	DAILY.	TRI-WEEKLY.
NEWFOUNDLAND.	London..... *Times	Paris..... Le Fermier.
DAILY.	WEEKLY.	BI-MONTHLY.
St. John's Daily News.	London..... Graphic, Illustrated Lon- don News, Black and White, Sketch (U. S. ed- ition), Punch, Judy, Fun, Building News, Field, World, Truth, St. James's Budget, Athenæum.	Paris..... Revue de Deux Mondes.
UNITED STATES.		
DAILY.		
New York Herald, Tribune, *Evening Post, *Journal of Com- merce & Com- mercial Bulletin Courrier des Etats Unis.		
Boston..... *Herald, Advertiser.		
Chicago *Tribune, Buffalo Courier, Minneapolis... Tribune, Toledo Blade, Duluth Morning News & Tribune.		

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

NEW MEMBERS.

The following gentlemen were admitted to membership in the Board during 1898, and have qualified therefor:—

Admitted January 5th.

Fred Fowler, 604 St. Paul street.

Admitted January 19th.

Wm. Bellingham, 15 Mill street.
Albert Hudon, of Hudon & Orsali.

Admitted February 2nd.

H. W. DeCourtenay, of Jas. Hutton & Co.
Jno. A. Hardisty, manager, Montreal
Branch of the E. B. Eddy Co.
G. A. Irwin, with the McLean Pub. Co.

Admitted February 16th.

David Law, jun., of Law, Young & Co.
J. C. McCormick, Dom. Wire M'fg. Co.

Admitted March 2nd.

Canada Atlantic Railway.
A. F. C. Ross, of P. S. Ross & Sons.
J. W. Ross, of P. S. Ross & Sons.

Admitted March 9th.

D. J. Byrne, of Leonard Bros.
L. de G. Beaubien, Canadian Produce Co.
F. M. McMahon, of A. Vogel & Co.

Admitted March 30th.

E. J. Fetherstonhaugh, of Fetherston-
haugh & Co.

Admitted April 27th.

J. H. Hughill, of Furness, Withy & Co.,
Ltd.
F. McMann, of F. McMann & Son.

Admitted May 4th.

Henry Cleghorn, of Evans Bros.
Thos. Martin, of Martin Bros., Mount
Forest, Ont.

H. D. Metcalfe, grain exporter, 201 Board
of Trade Building.

Admitted May 18th.

Daniel Bergevin, representing Brosseau &
Co.

C. A. Bogert, manager Dominion Bank.
J. Melady, of L. Coffee & Co., Toronto.

Admitted June 1st.

Jno. Wilkins, miller's agent, 44 St. John
street.

Admitted September 7th.

J. J. Wylde, of Appleby & Co.
S. M. Luke, of Luke Bros.
Alex. Sinclair, of Elder, Dempster & Co.
A. H. Scott, of Watt, Scott & Goodacre.
D. A. McDonnell, 202 Board of Trade
Building.

Admitted September 28th.

Clarence I. de Sola, manager Belgian
Syndicate.

Admitted October 19th.

Enoch Buzzell, of Buzzell Bros., Cowans-
ville, Que.
John H. Robertson, of Andrew McKinney
& Co.

Admitted November 16th.

Wm. Stanway, of John Hope & Co.
W. A. Burns, representing The McKay
Milling Co., of Ottawa.

HIS EXCELLENCY VISITS THE BOARD TO PRESENT THE ROYAL HUMANE
SOCIETY'S MEDALS.

At the instance of Mr. Henry Miles, who was instrumental in procuring the medals, His Excellency the Governor-General (the Earl of Aberdeen) visited the Board at mid-day, on Thursday, 10th November, and presented the Medals of the Royal Humane Society of England for conspicuous bravery to Mr. Bernard McAllister and Mr. John Waddell, who, on November 17, 1897, rescued a passenger who fell into the river from the Canadian Pacific Railway bridge near Vaudreuil. The presentation taking place during His Excellency's farewell visit to this city, and within a few days of the close of his term of office, your President took advantage of the opportunity to address him as follows :—

Your Excellency :—

It now devolves upon me as President of this Board to perform two duties, the first is to thank you on behalf of the donors and recipients of these medals, for having so willingly undertaken (when asked some months ago) to make this presentation, and more especially for fulfilling that undertaking at this time so full of engagements connected with your departure from this country. I am sure that I voice the feelings of Mr. McAllister and Mr. Waddell in assuring you that they will regard their medals with additional pride and pleasure by reason of having received them at Your Excellency's hands, and I am charged by those gentlemen to pray you to accept their sincerest thanks for so honouring them.

My other duty carries with it somewhat of sadness, for it is to take advantage of this opportunity to bid Your Excellency farewell on behalf of the Montreal Board of Trade. There is a certain fitness in the fact that this hall should be the scene of almost the last public appearance of Your Excellency in this country, for, as you will remember, it was here, on September 27, 1893, a few days after your arrival in Canada, that you performed, in company with the Countess of Aberdeen, your first public function in this city, the inauguration of this building.

Speaking for the Montreal Board of Trade, I have the honour to bid Your Excellency a regretful farewell, and to couple with that word of sad import an expression of our wish that, with the Countess of Aberdeen, and the members of your family, you may have a safe and pleasant voyage home. We also hope that you and the Countess may carry with you pleasant reminiscences of your residence in this country, and we beg to assure you both of our sincere esteem and good wishes.

Lord Aberdeen, in replying, expressed his warm acknowledgments for the cordiality of the farewell greeting given him by the large assembly of members in the Exchange Hall, and referred to the pleasure he had experienced at the inauguration of this building. The proceedings concluded

with three cheers for His Excellency and for the Countess of Aberdeen, and the singing of the national anthem.

RIGHT HONOURABLE MR. CHAMBERLAIN INVITED TO THIS CITY.

The Council being made aware of the very general desire on the part of the membership of the Board to entertain the Right Honourable Joseph Chamberlain, the Imperial Secretary of State for the Colonies, who was then visiting the United States, the Council on 14th September wrote that gentleman extending to him, in the name of the Montreal Board of Trade, a hearty and most earnest request that he would visit this city as the Board's guest and favour the Board by attending a banquet which it would be happy to give in his honour. Mr. Chamberlain's reply conveyed his high appreciation of the kind invitation, but stated that, as his visit to this side of the Atlantic was a short one and was undertaken entirely for rest and to see relations in the United States, he feared it would not be possible for him to accept any public engagements, and therefore that he was compelled with much regret to decline the hospitality so generously offered by the Council of the Montreal Board of Trade. The Council then wrote expressing the hope that Mr. Chamberlain would bear the Council's invitation in mind and endeavour to accept it during some future visit to this Continent; to this Mr. Chamberlain replied that, if on some future occasion he found himself able to pay another visit to Canada, it would give him the greatest pleasure to accept the invitation of the Montreal Board of Trade.

INVITATION TO BRISTOL MEETING OF THE BRITISH ASSOCIATION FOR THE
ADVANCEMENT OF SCIENCE.

A cordial invitation was received from the Bristol Executive of the British Association for the Advancement of Science, for your President or some other representative of this Board to attend the meeting of that Association, which was held in Bristol in early September. It being found impossible for the President or any fitting representative of this Board to attend on the occasion, Lord Strathcona, who attended the meeting in his capacity as High Commissioner for Canada, was asked to express regret for the absence of any delegate from this Board, and at the same time to convey the Council's greetings, which he most kindly did.

PRESIDENT ENTERTAINED BY HALIFAX BOARD.

Your President, when passing through Halifax on a holiday trip, was waited upon by the Vice-President of the Halifax Board of Trade and the Mayor of that city, and prevailed upon to stay over an extra day during which he was entertained with marked kindness. Upon the President's return the Council wrote the Halifax Board and the Mayor expressing its gratification at this evidence of the good will of the Halifax people towards the Montreal Board of Trade.

RESIGNATION OF A MEMBER OF COUNCIL AND ELECTION OF A SUCCESSOR.

Mr. W. B. Mathewson having resigned his seat on the Council on 25th April, the Council at the same meeting, by a unanimous vote, elected Mr. John Macfarlane (Managing-Director of the Canada Paper Co.) to fill the vacancy.

RECORD OF GENERAL MEETINGS OF THE BOARD HELD DURING 1898.

February 18th. Your President called together the members present during "Change hour" to afford a Winnipeg deputation opportunity of advocating before them the construction of an interior route to the Yukon.

March 25th. An impromptu meeting of members was held for the purpose of listening to an address by Mr. S. A. Thompson, of Duluth, on inland waterways, with some reference to the Georgian Bay Canal project.

April 5th, Quarterly General Meeting. There being less than the required number of members present to form a quorum (seventy-five) no formal business could be transacted, but as Alderman Southern, of Manchester, was in attendance to address the meeting with respect to the Manchester Ship Canal, he did so.

August 1st. Special General Meeting of the Board held for the election of a Harbour Commissioner.

November 10th A meeting of members of the Board and others was held to receive His Excellency, the Earl of Aberdeen, who attended to present the medals of the Royal Humane Society of England to two employees of the Canadian Pacific Railway Company.

THE BUILDING.

The Council is very glad to be able to announce that, with the exception of a small office on the ground floor, recently vacated, there is not a single office or wareroom unlet in the building, a fact which shows that the

Board's tenants appreciate the accommodation provided and the manner in which their comfort and convenience are studied.

The following are the principal repairs and alterations made to the building during 1898. A new fan blower was procured for the boilers, which is much larger than the one previously in use and of a different design. This new blower being able, at slow speed, to furnish the fires with sufficient air, thereby reduces to a minimum the noise formerly heard in the Exchange Hall. A large ventilating fan has been installed in the basement in such a position as to create a downward draught from all the corridors in the building, thus preventing any heat or smell from the engine room escaping upstairs; this fan also effects a considerable reduction (from about 120° to 80°) in the summer temperature of the engine and boiler rooms, and thus the men employed there are enabled to perform their duties more efficiently. Necessary repairs have also been carried out on the elevator pumps.

In several sections of the building new electric light wires have been put in to replace old wiring, the insulation of which had become defective. About three miles of wiring have thus been changed.

Extensive repairs have been carried out in the plastering of the corridors and offices; all the corridors, stairways and passages have been tinted, and all the outside doors of the building have been re-varnished.

A number of alterations have been made for the convenience of present tenants or to secure new ones, and on the fifth floor of the west wing a portion of one of the large open flats has been converted into offices to meet the demand for accommodation on the part of new tenants which could not be otherwise supplied.

The Reading Room has recently been entirely renovated, the ceiling and walls being re-tinted, the cornice decorated, the floor polished, and green shaded electric drop lights added over all the tables. The tinting of the walls of the Exchange Hall has been renovated, and the Secretary's office re-tinted.

THE BOARD'S FINANCES.

The Treasurer's statement for 1898, which will be found on pages 72-74, fulfils the anticipation of an improved showing recorded in last year's report, and is notable as being the first which has shown a surplus since the Board has occupied its own Building. This showing is considered

especially satisfactory in view of the fact that an expenditure of nearly one thousand dollars for improvements made in the Building during the year has been included in current maintenance expense account, and that the Building has, as usual, been kept in thorough repair.

REPORTS OF BRANCH ASSOCIATIONS.

The annual reports of the Branch Associations of the Board will be found as follows:—Of the Corn Exchange Committee of Management, p. 75 ; of the Wholesale Grocers' Association, p. 84 ; of the Wholesale Dry Goods Association, p. 86 ; of the Marine Underwriters Association, p. 87 ; of the Butter and Cheese Association, p. 89 ; of the Metal and Hardware Manufacturers and Merchants Association, p. 93 ; and of the Bankers' Section, p. 95.

CONCLUSION.

Your Council, in concluding this record of the business which has come before it during the year, specially commends to the new Council the following subjects for their most earnest endeavours :—

- The Harbour Improvement Works.
- Ship Channel Matters.
- The Procuracy of Insolvency Legislation.

The whole respectfully submitted,

JAMES CRATHERN,
President.

OFFICE OF THE MONTREAL BOARD OF TRADE,
Montreal, 21st January, 1899.

RECORD OF ATTENDANCE AT THE THIRTY-EIGHT REGULAR MEETINGS OF COUNCIL,
HELD DURING YEAR 1898-99 UP TO 18TH JANUARY, 1899, INCLUSIVE.

	Present.	Absent on leave.	Absent.		Present.	Absent on leave.	Absent.
James Crathern.....	38	.....	.....	E. L. Bond.....	24	13	1
Chas. F. Smith.....	38	.....	.....	A. W. Stevenson.....	24	8	6
H. Laporte.....	34	.....	4	Thos. Harling.....	23	4	11
David Watson.....	34	2	2	W. B. Mathewson.....	} 22	1	15
F. W. Evans.....	33	1	4	Resigned 27th Apl.			
Henry Miles.....	32	6	.....	John Macfarlane.....			
Robert Peddie.....	32	1	5	Elected 27th Apl.	A. J. Brice.....	16	11
Jas. W. Pyke.....	30	5	3	Thos. McDougall.....	13	2	23
Wm. McMaster.....	29	2	7				
Robert Mackay.....	28	5	5				

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

STANDING COMMITTEES, 1898.

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

HARBOUR AND INLAND NAVIGATION.—Henry Miles, *Chairman*; A. J. Brice, Thos. Harling, Robert Peddie, Jas. W. Pyke.

RAILWAYS.—Robert Mackay, *Chairman*; A. J. Brice, Thos. Harling, Jas. W. Pyke, David Watson.

MUNICIPAL AFFAIRS.—F. W. Evans, *Chairman*; E. L. Bond, John Macfarlane, Thos. McDougall, Wm. McMaster.

PROVINCIAL LEGISLATION.—E. L. Bond, *Chairman*; F. W. Evans, H. Laporte, Wm. McMaster, A. W. Stevenson.

INSOLVENCY LEGISLATION.—Chas. F. Smith, *Chairman*; H. Laporte, John Macfarlane, Thos. McDougall, A. W. Stevenson, David Watson.

Montreal Board of Trade Financial Statement, 31st December, 1898.

LIABILITIES.	
To First Mortgage Bonds.....	\$300,000 00
Second Mortgage Bonds.....	
Authorized issue ..	\$250,000 00
Less unsold in hands of Bank as collateral for loans.....	3,200 00
Interest accrued on Bonds to date.....	\$246,800 00
Port Warden Surplus Funds, Loan....	2,667 50
Temporary loan Merchants Bank.....	45,000 00
Overdraft in Bank, less cash on hand.	6,750 00
	307 32
Total Liabilities.....	\$601,524 82
Surplus Account:	
Balance at credit on 31st Dec., 1897	\$12,279 77
Revenue Surplus for 1898.....	1,634 55
	\$13,914 32
	\$615,439 14

ASSETS.	
By Site and Building.....	\$604,814 53
Rentals due, current.....	\$7,850 11
Arrears 1st November, 1898, estimated good.....	1,086 60
Supplies unused on hand as per inventory.....	8,936 71
Insurance unexpired.....	1,313 82
	374 08

N.B.—The notice of assessment of \$9,946.38 for the Board's share of the cost of widening St. Nicholas street, referred to in the Reports for the years 1895, 1896 and 1897 is still under contestation, and the Board's exact liability still unknown.

Montreal Board of Trade—Statement of Revenue Account to 31st December, 1898.

<p>To Maintenance of Building Expenditure :</p> <p>Interest on Bonds and Loans.....</p> <p>Insurance.....</p> <p>Assessments.....</p> <p>Wages.....</p> <p>Fuel.....</p> <p>Supplies, Repairs, Electric Lighting and General Expenses.....</p> <p>Proportion of Office Salaries chargeable to maintenance account.....</p>	<p>\$27,678 29</p> <p>1,588 98</p> <p>5,698 75</p> <p>9,423 16</p> <p>2,286 64</p> <p>4,378 05</p> <p>1,200 00</p> <hr/> <p>\$52,253 87</p>
<p>To Membership Expenditure:</p> <p>Rent of Offices, Taxes, Fuel and Light Salaries, less proportion chargeable to Maintenance of Building Account..</p> <p>Telegraph reports.....</p> <p>Printing, Advertising and Stationery..</p> <p>Reading Room.....</p> <p>Auditor and Scrutineers.....</p> <p>Telephones.....</p> <p>Water.....</p> <p>Postage and Telegrams.....</p> <p>Chicago Grain Clearance Reports....</p> <p>Photo group of Council.....</p> <p>Legal Expenses.....</p> <p>General Expenses.....</p>	<p>\$2,500 00</p> <p>3,931 08</p> <p>1,500 00</p> <p>609 68</p> <p>621 78</p> <p>150 00</p> <p>130 00</p> <p>107 00</p> <p>279 51</p> <p>100 00</p> <p>31 00</p> <p>55 20</p> <p>188 82</p> <hr/> <p>10,204 07</p>
<p>By Maintenance of Building Receipts:</p> <p>Rentals for the year,—gross.....</p> <p>Less provision for bad debts.....</p>	<p>\$50,709 44</p> <p>235 45</p> <hr/> <p>\$50,473 99</p>
<p>By Membership Receipts :</p> <p>Ordinary membership { current \$9,310 arrear. 240</p> <p>Corn Exchange Association.....</p> <p>Wholesale Grocers “.....</p> <p>Wholesale Dry Goods “.....</p> <p>Marque Underwriters’ “.....</p> <p>Butter and Cheese “.....</p> <p>Metal and Hardware Manufacturers and Merchants Association.....</p> <p>Shoe and Leather “.....</p> <p>Bankers’ Section.....</p> <p>Transfers Fees.....</p> <p>Clerks’ Tickets.....</p> <p>Special ‘Change privileges.....</p> <p>Branch Association Membership, arrears.....</p>	<p>9,550 06</p> <p>1,510 00</p> <p>110 00</p> <p>200 00</p> <p>80 00</p> <p>330 00</p> <p>150 00</p> <p>60 00</p> <p>120 00</p> <p>195 00</p> <p>67 50</p> <p>50 00</p> <p>10 00</p> <hr/> <p>\$12,432 50</p> <p>181 00</p> <p>5 00</p> <hr/> <p>1,000 00</p>
<p>Sale of Newspapers, Periodicals, etc..</p> <p>Reading Room Subscriptions.....</p> <p>Port Warden Office, for Secretarial Expenses.....</p>	<p>13,618 50</p> <hr/> <p>\$64,092 49</p>

\$64,092 49

Montreal Board of Trade—Abstract of Revenue Account, 1898.

Maintenance of Building Account :		
Income	\$50,473 99	
Expenditure	52,253 87	
Membership Account :		
Income	\$13,618 50	
Expenditure	10,204 07	
		Revenue deficiency..... \$1,779 88
		Revenue surplus.. .. 3,414 43
		Net Revenue surplus..... \$1,634 55

HENRY MILES,
Treasurer.

Auditor's Certificate.

I have examined the Books and Accounts of the Board of Trade, verifying all receipts and disbursements by comparison with membership and rental books, vouchers, etc., and I certify that the above statements are correct. The amount collected for membership fees during the past year is less than in previous years, and the arrears of membership, including \$590 for 1897 and 1896, now amount to over \$1,500. During the year certain sums, amounting in all to about \$950, have been expended upon structural alterations and improvements which were not repairs, but the amount has nevertheless been charged to and is included in the current expenses of the year.

Respectfully submitted,

MONTREAL, 19th January, 1899.

GEORGE CREAK,
Chartered Accountant,
Auditor.

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

To the Members of the Montreal Corn Exchange Association :

GENTLEMEN,—The Committee of Management herewith presents a report of its proceedings during the past year.

Election of Vice-President.—In accordance with the by-laws, the Committee of Management, at its first meeting, proceeded to elect one of its members to the office of vice-president, Mr. E. F. Craig being re-elected to that office.

Harbour Improvement.—On March 14th the following resolution was adopted endorsing a resolution of the Montreal Harbour Commissioners urging the Government to carry out at its own cost a plan of harbour improvement suitable for the needs of Montreal as the national port of the Dominion :—

“ That the Committee of Management of the Montreal Corn Exchange Association hereby endorses the action of the Montreal Harbour Commissioners in urging upon the Dominion Government the imperative need of carrying out a plan of improvement to the Harbour of Montreal adequate to its requirements as the national port of the Dominion, and in asking the Government to assume the cost of the works, so that no increase of harbour dues may be necessary.”

The Mayor having submitted to the Harbour Commissioners a resolution providing that a loan of two million dollars should be accepted from the Government conditional upon \$750,000 being spent below Longueuil Ferry to establish dry docks and to equip deep water wharves fitted for the construction of grain elevators, etc., the Committee, after discussing the matter with the Association's representative on the Harbour Commission (Mr. John Torrance), adopted the following resolution for communication to the Harbour Commissioners, the Premier, the Minister of Public Works and the Minister of Trade and Commerce :—

That after consideration of the resolution submitted yesterday to the Harbour Commissioners by Mayor Prefontaine, the Committee of Management of the Montreal Corn Exchange Association, while fully recognizing the need for a dry dock at this port, hereby records its objection to any expenditure of the Harbour Commissioners' funds upon its construction, being of opinion that such should be undertaken by the Dominion Government as a national work, as has been done at other ports in Canada ;

That the proposition that the Harbour Commissioners should accept a loan of two million dollars from the Dominion Government, bearing interest at three per cent., for the purpose of carrying out the harbour improvement works provided in Plan No. 12a is hereby approved by this Committee.

On 6th December the Committee ordered an enquiry to be addressed to the Corn Exchange Harbour Commissioner as to whether, in the plan of harbour improvement now in progress, any provision has been made for a site for a grain elevator. Mr. Torrance replied that the Harbour Commissioners as a whole are very favourable indeed to sites being provided for elevators, and will be quite willing to arrange this at any time, also that he had no doubt that in the final arrangements for the improvement of the harbour, sites would be provided for elevators, as it is unquestionable that such will be of great value in the handling of grain at this port, as to enable the inland carrier to accept minimum rates, the greatest possible despatch must be afforded here.

Term of Corn Exchange Harbour Commissioner.—The Government's attention having been called to this Association's resolution of 14th April 1897, recommending that the term of the Corn Exchange Harbour Commissioner should be reduced from four years to two years, the Deputy-Minister replied on 29th April that the matter had been brought under the consideration of the Minister, and that it is not proposed at present to amend the Act as requested.

REPORT OF REPRESENTATIVE ON THE BOARD OF HARBOUR COMMISSIONERS.

MONTREAL, 23rd January, 1899.

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

GENTLEMEN,—As another year has passed since my last report on the work of the Harbour Commission on which I have the honor of being your representative, I beg to submit the following statement of its work during the past season.

Wind Mill Point Basin.—The new wharf on the south-east side, finished a year ago, was put into use early the past summer, and as it was of a width of 300 feet it was found of great service in the handling of bulky cargoes. The depth of the Basin has been dredged to 26½ feet at ordinary low water, but it will be necessary to widen it at the lower entrance for the easier ingress and egress of vessels. The Montreal Warehousing Company, under permission of the Commissioners, erected a grain carrier from their large Elevator, for the shipment of grain into steamers at the upper end of this Basin, and it has proved of great service.

Wharf Extension at Section 27.—A length of 220 feet of shallow water wharf was taken out and deep water wharf substituted, the effect of which was to give room for an additional steamer.

Guard Pier.—Four culverts, aggregating 40 feet in width with 5 feet in height, were built close to the abutment of the Victoria Bridge, to allow of an inflow of water to the basin inside the pier, and the embankment was built over the culverts, and joined to the abutment of the bridge; and the gap in the pier at the trestle work, which had been left open for convenience of construction, was also closed, but is not yet finished to the full height, nor with an embankment of full width.

Harbour Enlargement Works.—After a great deal of negotiation with the Government, which controls the plan for the Enlargement of the Harbour, a plan denominated 12a 2 was decided on, and secured the endorsement of the Minister of Public Works, and arrangements were at once made for commencing the long delayed construction of these works, and contracts were made for the necessary timber for one of the piers. The first crib work of this pier was sunk in its place 21st October last, and at the close of navigation 453 feet, or a ship's length, was in place and filled up to three feet above low water, and about 500 feet more crib work has also been partly built, and will be sunk in its place at the opening of navigation. Contracts have also been made for the timber necessary for the other crib work, the construction of which will also be pushed on without delay, and for the supply of timber for the construction of wharfrage below the current St. Mary, in order to comply with the requirements of the Act.

Pier 12a 2 consists of three piers, the first of which, 870 feet from Canal, is 1,000 feet long by 300 feet wide, the second 1,000 feet long by 300 feet wide, and the third 825 feet long by 300 feet wide, while the width of the basins between the piers is 560 feet.

In August last the Commissioners advertised for offers of land between the St. Lawrence Sugar Refinery and Longue Pointe Church suitable for the site of the Dry Dock, as required by the Act. Several blocks of land were offered, and reported upon by the Engineer after testing them by boring or dredging, but up to the present no site has been chosen or purchased.

The Commissioners, in order to expedite the construction of the new works, have contracted for a very powerful dredge with steel hull, a steel tug of large size, as also for scows and other working plant.

The revenue of the Harbour, in consequence of the large movement of grain and increased importations, has exceeded that of the previous year by \$41,169, being \$296,585, against \$255,416, while the number of vessels has also increased, the sea-going aggregating 868 with a tonnage of 1,584,072, against 796 the previous year with a tonnage of 1,379,002. The inland vessels numbered 6,941 with a tonnage of 1,807,892, against 6,384 the previous year with a tonnage of 1,134,346.

The Commissioners determined to make a visit to the various Atlantic ports to inspect their terminal facilities with a view to profit thereby in the construction of the new works, and they secured much valuable information. The terminals at all the ports, with the exception of New York, are in the hands of the various railways, and are at the disposal of the steamers visiting their ports *free of cost*. At New York, also, they are largely in the hands of the railways, which, invariably in the case of the regular liners, lighter the grain to them, and this we found to be the case, as regards some of the steamers, in Philadelphia also. The tramps and sailing vessels in New York, in many cases, take their grain from the elevators.

The principal lessons learned from the trip were: That the width of the basins between the new wharves was needlessly large, and much valuable space thereby lost which might be turned to useful purpose, and that the high level plan to which most of the Commissioners are favorably disposed was a necessity for the proper handling of the enormous quantity of produce to be expected from the West.

The sheds at the various ports, but particularly the more southern ones, claimed special attention, as they were two stories in height, with every facility for the cheap and rapid handling of cargo. At Newport News, they were 800 feet long by 160 wide, with two tracks running down the middle. With high level wharves, and such sheds built for permanence, Montreal can easily and cheaply take care of an immense volume of cargo, and lessen the present charges to the railways.

I would respectfully suggest that the Minister of Public Works be approached with a view to getting the consent of the Government to putting another pier in the centre of the harbor, as it is plain, from information gathered at other Atlantic ports, that such could be done without in any way detracting from the efficiency of the works, but rather adding to it, by giving greater accommodation in the centre of the harbor, where it is most largely sought after, and this need not interfere at all with the works at the East end.

All of which is respectfully submitted.

JOHN TORRANCE,

Harbor Commissioner for the Corn Exchange Association.

Vacant Harbour Mastership.—On 20th April, Mr. Torrance, the Corn Exchange Harbour Commissioner, was informed that it was the Committee of Management's conviction that it is of great importance to the interests of this port that the new Harbour Master shall be selected only with regard to his capabilities for the office, and that the Committee therefore urged Mr. Torrance to use his influence as a member of the Commission to insure that no application for the position shall be entertained unless same be from a fully qualified nautical man of such character and standing as will enable him to discharge the duties of his office satisfactorily. No appointment has yet been made, the duties last season being performed by the Deputy.

Extension of G. T. R. Elevator Carrier.—On September 29th representations were made to the General Traffic Manager of the Grand Trunk Railway System that the usefulness of the carrier from their elevator would be largely increased if the same were

extended and so arranged that the largest ocean vessels could load therefrom. Mr. Reeve in replying said that, while it was too late to make the suggested extension this season, his company would make the improvement in time to be available for the opening of navigation next season.

Floating Elevator charges.—In April an effort was made by your Committee to procure a reduction of the floating elevator charges, an interview with the Directors of the Elevating Company being obtained at which the reasons for the request were fully explained by a deputation of your Committee. The company sent a written reply to the effect that the desired reduction in fees would be ruinous to the interests of the elevating company, as while there were remunerative years, there were others when no surplus was earned.

Interview with Railway Representatives respecting carriage of Grain.—On 24th February the Committee obtained an interview with Mr. George B. Reeve, General Traffic Manager of the Grand Trunk Railway System, and Mr. G. M. Bosworth, Freight Traffic Manager of the Canadian Pacific Railway Co., for the purpose of discussing several matters affecting the grain trade which were subsequently formulated as follows :—

Weighing Grain in Transit.—That arrangements may be made for weighing in transit grain billed to local stations where an elevator is not available, for which service the trade would, it is believed, be willing to pay a charge of one cent per 100 pounds.

Stop-off charges.—That the stop-off charges be reduced to the former rate of one dollar per car.

Storage Rates.—That the rates in force last summer on oats (*i.e.*, from stations where the rate including lighterage is under 10c, 3c per 100 lbs., and from stations where the rate is 10c and over, 2c per 100 lbs.), shall cover the cost for storage and lighterage on all oats arriving on and after March 1st and delivered afloat on or before May 20.

Full Outturn should be guaranteed.—That on grain arriving all rail the quantity received into the elevator be delivered full outturn into the Harbour (*i.e.* into the ocean steamer) under the storage and lighterage terms of last season, and that on Northwest, lake and rail grain delivered in Montreal Harbour, any shortage on the lake bill of lading shall be paid for by the railways, and *vice versa*, any surplus shall be paid to the railways.

(G. T. R. only).—Scales should weigh full car loads ; that where the scales weigh only 100 lb. drafts, scales should be substituted that will weigh full carloads in one draft.

(G. T. R. only).—Elevator should deliver grain in Harbour.—That the Grand Trunk should provide a carrier for its elevator on the south side of the canal, so that delivery may be made in the Harbour and canal charges thus be avoided.

(C. P. R. only).—Insufficient track accommodation at Elevators.—That the siding facilities at the C. P. R. grain elevators being insufficient, tracks should be provided in order that cars arriving in Montreal may be unloaded without delay.

The two companies replied to the foregoing representations in substance as follows :—

Weighing Grain in Transit.—Companies are instituting enquiries before deciding whether they would supply the necessary elevator and weighing apparatus as suggested.

Stop-off charges.—The present rate of one cent per hundred pounds is considered a reasonable one in view of the extra expense incurred in performing the service.

Storage charges.—The companies are willing to extend last year's arrangement in connection with storage charges on export oats, including lighterage, etc., making it effective on 10th March.

Companies are willing to guarantee full outturn on all-rail grain received in the elevators to be delivered in the Harbour with the understanding that they are entitled to a shrinkage of not more than one-half of one per cent.

Your Committee made further representations with respect to the storage charges but they proved ineffective.

Accidents in the Ship Channel.—The grounding of vessels in the ship channel in the early fall led the Committee to address the Minister of Public Works to the effect that while the clearing of the ship channel from obstructions had received considerable attention at his hands, the frequent groundings which had occurred during the past season would seem to show that there was need for further action, and therefore, as the effect of such mishaps would be to advance the St. Lawrence insurance rates, and thus to adversely affect the interests of a large section of the members of this Association who are engaged in the business of exporting grain and produce, that the matter might receive his immediate attention. The Minister's reply, which was published at the time, was considered very satisfactory, for, in addition to detailing the precautions taken to prevent accidents, he said that he fully reciprocated the Committee's concern in the matter, and that he felt that, as far as his Department was concerned, everything possible in the time had been done.

"Sweeping" the Channel between Montreal and Kingston.—In compliance with the desire expressed at the 1898 annual meeting, the Minister of Railways and Canals was addressed in February, stating that, in view of the approaching completion of the work of deepening the St. Lawrence Canals to fourteen feet, the river channel between Montreal and Kingston should be "swept" for the discovery and removal of all obstructions therein, so as to secure safe navigation for vessels loading to the increased depth made possible by such deepening. The Minister replied that the necessary information was being obtained with a view to putting under contract any work found necessary to be done.

Date of Opening of Canals.—The Committee on 25th March addressed the Minister of Railways and Canals with reference to the need for the Welland and St. Lawrence Canals being open earlier than usual, and, in compliance with a requisition from several members, a general meeting of the Association was held on 31st March for the purpose of urging the Government to open these Canals by 15th April, at which a resolution was adopted urging the Minister to order that the work on the canals be carried on night and day until necessary repairs were completed, so that, if possible, the Welland Canal should be opened by 22nd and the St. Lawrence Canals not later than 25th April. The Committee, as authorized by that resolution, then named the following a deputation to proceed to Ottawa to present it to the Minister:—Messrs. Robert Reford, John Torrance, Wm. Stewart and your President, and they were joined at Ottawa by representatives from Prescott and Kingston. The Minister assured the joint delegation that the Government was fully alive to the importance of the canals being opened as early as possible, but that he felt that any necessary repairs should be effected before the opening of the season of navigation rather than any accident should happen during the season. On the 15th April the Department telegraphed that the Welland and St. Lawrence Canals would be open for traffic on 25th April, and your Committee, considering that the Department had done its best to meet the views of the Association, transmitted its thanks to the Minister for his action in the matter.

Pilotage Matters.—Early in the year the Government Commission of Enquiry into the Montreal-Quebec Pilotage system held its sessions at the Harbour Commissioners' office, and your President and Vice-President attended thereat and presented your Committee's views, previously outlined as follows ;—

1. That the Committee is emphatically opposed to the incorporation of the pilots.
2. That the pilots' duties should be confined to pilotage alone, and that their request to be accorded executive and semi-judicial authority should not be granted.
3. That the profession should be opened up to all qualified applicants without restriction of number, and that a tribunal of experts should be constituted for the examination of applicants.
4. That absolute freedom of engagement or contract between ship owners and pilots should be secured to both parties.
5. That the present system of compulsory pilotage fees be continued.
6. The Committee also recorded its opinion in favour of having a vice-admiralty court established in Montreal, and of having all important judicial proceedings respecting pilots taken before that tribunal.

Gulf Reports not sent to Father Point.—It being stated that the lower pilot station at Father Point did not receive the telegraphic information supplied to Quebec and Montreal with respect to the progress of vessels coming up from the Gulf, and that consequently the pilots were not ready for the vessels when they arrived, the Department of Marine was written to and asked that the Gulf reports be sent to Father Point hereafter. The acknowledgment of that request said that the matter was engaging the attention of the Department. Subsequently your Committee's request was complied with.

Opposition to certain Bills in Dominion Parliament.—The provisions of the following bills being considered objectionable, your Committee communicated with Mr. E. Goff Penny, M.P., with a view to opposing them: "An Act to regulate the Transit of Grain in Manitoba and the Northwest Territories," introduced by Mr. Douglas, and "An Act to amend the Railway Act with respect to the Shipment of Grain," introduced by Mr. Richardson. Neither of these bills became law.

Revision of Rules regulating transactions on Grain and Flour.—The need for the revision of these rules having been felt for some time, the matter was on 6th June referred to the following Committee: Messrs. Alex. McFee, President; E. F. Craig, R. Peddie and David Robertson. These gentlemen presented their report on 5th September in the shape of a draft of the amended rules, which report was, with very slight amendment, adopted by your Committee for presentation to the Association. A special meeting of the Association was held for the adoption of these rules on 19th September, but so much time has been occupied in discussing them at that and several subsequent meetings that, much to your Committee's regret, their adoption is still incomplete.

Grain Inspection secured at St. John, N. B. and Portland, Me.—Your Committee being aware of the need for seaboard inspection of grain being secured for the winter export trade of Montreal via the ports of St. John, N.B., and Portland, Me., adopted the following resolution, which was communicated to the Minister of Inland Revenue ;—

That, upon the close of navigation at the port of Montreal, its export grain business is carried on during the winter months by the same lines of steamers which then sail from Atlantic ports reached by the Grand Trunk Railway System, the Canadian Pacific Railway and the Intercolonial Railway ;

That, if this winter export trade of grain by Canadian Railways and Canadian steamship lines is to hold its own in competition with competing United States routes, proper inspection facilities must be afforded at the seaboard; and, therefore,

That the Committee of Management of this Association hereby asks the Government to immediately make such arrangements as will permit of the Grain Inspector for the district of Montreal or his Deputies, inspecting grain at such outports of Montreal as may be necessary for the winter grain export business.

Your President and Mr. Adam G. Thomson subsequently met at Ottawa the Minister and Commissioner of Inland Revenue to further urge the matter upon them, the result being the adoption of an order in Council on 12th December fully meeting the Committee's desire, it providing as follows:—

The inspection district of Montreal, in respect of Wheat and other Grain, shall include in addition to the City of Montreal the Island of Montreal and the Counties of Vaudreuil and Soulanges, and shall further embrace all elevators the property of Railway companies passing through the said island or counties, including terminal points upon the Atlantic seaboard.

The Minister was heartily thanked for this extension of the jurisdiction of the Montreal inspector, and Mr. Labelle has since made the necessary arrangements to fulfil the provisions of the Order in Council.

Need for Port Warden's Supervision of Grain Loading at St. John, N. B.—The Marine Underwriters' Association having communicated correspondence with the St. John, N.B., Marine Insurance Association and the Deputy Minister of Marine relative to grain-laden vessels leaving St. John without having the grain stowed and dunnaged as performed under the Montreal Port Warden regulations, your Committee expressed the opinion that such regulations should be established at St. John.

Desired reduction of Rates for Telegrams to Chicago and New York.—Efforts were made in March to induce the telegraph companies to reduce the rate to Chicago from fifty cents to twenty-five cents, and to New York from forty cents to twenty-five cents, on telegrams sent to those places by members of this Association, the co-operation of the Chicago Board of Trade and the New York Produce Exchange being sought with a view to securing a similar reduction on messages from their members. The Great Northwestern Company and the Canadian Pacific Company replied to the effect that, their share of the rates being very small, they found it impossible to make any reduction.

Taxation of Brokers and Commission Merchants in Draft Revised City Charter. Noting that the draft of the revised City Charter provided that the City Council may impose, in addition to the business tax of $7\frac{1}{2}$ per cent. on the rental, a special tax not exceeding four hundred dollars per annum on Brokers and Commission Merchants, a letter was addressed to the Charter Committee stating that the proposed tax would, in so far as grain and flour brokers were concerned, prove uncollectable, and that the Committee, therefore, recommended that, if extra taxation on Brokers and Commission Merchants be absolutely necessary, such be levied in the shape of a slight increase of the present business tax.

International Conference at Quebec.—At the request of your Committee, the President addressed a letter on 12th August to the Minister of Marine and Fisheries, asking that the Canadian representatives on the Commission endeavour to procure for the

Canadian inland marine the privilege of carrying United States traffic to United States ports in return for the corresponding privilege being granted to United States vessels.

It being understood that the United States representatives on the Commission would seek the freeing of the Canadian canals from all tolls, your Committee addressed a letter to the railway companies and ocean steamship owners and agents, asking an expression of their views as to the desirability of such freeing being granted. These replies having been received, further consideration was given to the subject, the following resolution being adopted and communicated to the Premier :—

Whereas, Canada has already spent about one hundred million dollars on her Canal system, which expenditure will be largely increased before its completion.

Whereas, the larger proportion of the traffic through the Canadian Canals is from the United States, as is evidenced by the Canadian government statistics for 1897, which show that of the 1,243,595 tons of through freight which passed through the Welland Canal during 1897, 902,465 tons were carried in United States vessels, of which 653,213 tons were carried from United States ports to United States ports.

Whereas, the Canadian Canals enable United States vessels to supply cheap transportation to the producers and consumers of the United States, therefore,

Resolved—That the Committee of Management of the Montreal Corn Exchange Association, while not in favour of any abrogation of the Canal tolls, considers that if such abrogation be granted, it should only be in consideration of adequate compensation which should include reciprocal coasting laws and reciprocity in agricultural products.

Representation at Bristol Meeting of the British Association for the Advancement of Science.—The Bristol Committee of the British Association having invited your Committee to arrange for representation at its meeting in September, and the members of your Association who were requested to represent it being unable to do so, the Committee appointed Mr. K. N. McFee (the President's brother), a former resident of this city, but now of London, England, as the Corn Exchange representative. Mr. K. N. McFee was good enough to accept the appointment, and to subsequently forward to your Committee a very interesting report upon the proceedings at the British Association's meetings and of the celebrations in connection with the inauguration of the Cabot memorial tower, for which, and for his services on the occasion, your Committee has expressed to Mr. K. N. McFee its grateful acknowledgments.

Stikine-Yukon Railway.—On 25th March the Committee adopted the following resolution, which was communicated to the Premier, the Minister of Railways and Canals, and the Chairman of the Railway Committee at Ottawa :—

“Whereas, the opening of communication with the Yukon district is of vital importance to the mercantile and manufacturing interests of this country ; and

“Whereas, such communication can, in the opinion of this Committee, be most quickly obtained by the construction of a railway between Teslin Lake and Port Simpson ; therefore,

“Resolved, that the Committee of Management of the Montreal Corn Exchange Association prays the Parliament of Canada to legislate for the immediate construction of a railway on Canadian territory between Teslin Lake and Port Simpson or the head of any adjacent inlet on the Canadian coast navigable by ocean vessels, and to provide that the portion of the line between Teslin Lake and Glenora shall be completed by 1st September of this year.”

Kettle River Valley Railway Company.—The application of this company to Par-

liament for a charter was considered at a special general meeting of this Association held 31st March, when the following resolution endorsing the same was adopted and communicated to the Government:—

“That in considering the application of the Kettle River Valley Railroad Company for a charter to permit its line to reach Boundary Creek District, this Association is of the opinion that it is of paramount importance that there should be competing routes for the growing trade between the eastern provinces and our western mining districts;

That of our two great railways, the Grand Trunk (whose line to Chicago was built at the instance of the Dominion Government) can only reach Manitoba and British Columbia through its American connections west of Chicago, and to deny these connections an entrance to Canadian territory would be to place for all time an absolute monopoly of the traffic in the hands of a single railroad company;

That in the opinion of this Association such a monopoly would be opposed to the best interests of the Canadian people as a whole; and, furthermore, would be in direct opposition to the settled policy the Dominion Government has heretofore pursued in permitting United States roads to enter Canadian territory; and therefore

That the Association hereby endorses the application of the Kettle River Valley Railroad Company for a charter, and prays the Dominion Parliament to grant the same.

Montreal, Ottawa and Georgian Bay Canal Project.—On 27th May a letter was received from Mr. McLeod Stewart, of Ottawa, asking your Committee to co-operate with other bodies in urging that a bill be introduced and passed that session, providing that, if the earnings of the company should be insufficient to pay the interest on the debentures, the Governor-in-Council should pay \$340,000 per year for twenty years to be applied towards the payment of such interest. The Committee did not see its way to comply with that request.

The German Tariff discriminates against Canadian Produce.—On 1st August Canadian produce became liable, under the German tariff, to a discriminating duty, which had the effect of shutting off that market from our farmers. This discrimination was the result of Canada giving Great Britain a preferential tariff, which, as a Colony of that country and receiving many favours from her, Canada was entirely justified in doing. As the quantity of German goods imported into Canada is far greater than the value of what Canada supplies to Germany, and as the Canadian preferential tariff does not seem to have made much difference in our imports from that country, your Committee considers that Germany should have made arrangements whereunder Canadian produce would not be subject to discrimination. The matter was placed before the Dominion Government by the following letter:—

OFFICE MONTREAL CORN EXCHANGE ASSOCIATION,
MONTREAL, 10th January, 1899.

HONOURABLE SIR RICHARD CARTWRIGHT, K.C.M.G.,
Minister of Trade and Commerce,
Ottawa.

SIR:—

I have the honour, by direction of the Committee of Management of this Association, to ask your consideration of the circumstance that, owing to the action of the German Government in withdrawing Canada from the list of most favoured nations, a higher duty has since August 1, 1898, been imposed on imports into Germany of Canadian grain than on U. S. grain, with the result that the export of Canadian grain to Germany has almost entirely ceased, to the disadvantage of the Canadian farmer.

The Committee presumes that this action on the part of the German Government was taken in consequence of the preferential clause in the Canadian Tariff in favour of Great Britain, and being unwilling to make any representations which might be taken to indicate that the Montreal Corn Exchange Association was unfavourable to such preference in favour of the Mother Country, the Committee confines itself to asking your attention to the matter with a view to your endeavouring to effect some arrangement with the German Government that will permit of the importing into Germany of Canadian grain on the same terms as United States grain.

I have the honour to be, Sir,
Your obedient servant,
GEO. HADRILL,
Secretary,
Montreal Corn Exchange Association.

Nominations of Boards of Examiners for Flour and Grain.—The nominations for these Boards were, as usual, made by your Committee at request of the Council of the Board of Trade, the same being confirmed by their appointment as follows. *Flour and Meal*—A. E. Gagnon, W. A. Hastings, J. E. Hunsicker, James S. Norris, J. Lionel Smith. *Wheat and other Grain*—E. F. Craig, Thomas A. Crane, A. G. McBean, Jos. Quintal, Adam G. Thomson.

Membership.—The following gentlemen were admitted to membership during the year: R. W. Reford, The Robt. Reford Co.; A. E. Cook, The Elder-Dempster Co.; Canada Atlantic Railway, per M. A. Overend; W. A. Magor, John Magor & Son, commission and shipping; L. de G. Beaubien, Canada Produce Co.; Andrew A. Allan, of H. & A. Allan; Hugh A. Allan, of H. & A. Allan; Capt. Arch. Reid, Port Warden; W. B. Ferguson, of A. G. McBean & Co., grain; J. H. Hugill, of the Furness-Withy Co., Ltd.; Thos. Martin, of Martin Bros., millers, Mount Forest, Ont.; H. D. Metcalfe, grain exporter; F. S. Meighen, of the Lake of the Woods Milling Co.; Capt. John A. McMaster; W. J. Nelson, Intercolonial Coal Co.; Jos. Ward, of Jos. Ward & Co., grain and produce; Dan. Bergevin, representing Brosseau & Co., of Chicago, grain; Jas. Kerr, hay and grain; J. Melady, Melady & McNairn, Toronto, grain; D. A. McDonell, grain and commission; Geo. F. Benson, President The Edwardsburg Starch Co.; J. M. C. Muir, of D. A. McPherson & Co., butter and cheese.

The total membership on 31st December, 1898, was 160, being twenty-two more than on same date 1897.

The whole respectfully submitted.

ALEX. MCFEE,
President.

MONTREAL, January 19, 1899.

REPORT OF THE MONTREAL WHOLESALE GROCERS' ASSOCIATION.

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

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

In the Association's report for last year the hope was expressed that some arrangement would shortly be arrived at whereby the sale of refined sugar would be put on a more satisfactory basis, and it is with satisfaction that the completion of such an arrangement is recorded this year.

A modification of a system used in the United States, known as the Equalized Freight Rates system, was adopted and put into force in Ontario, and the Province of Quebec, west of Montreal, on 10th October, and the Province of Quebec, east of Montreal, on the 19th December. Under this system a fixed or equalized rate is made for each place, based upon the actual freight from the nearest competing point. This system, while providing only a small margin of profit, is considered comparatively satisfactory.

On February 18th, this Association received a deputation from the Retail Grocers' Association, which had asked for an interview to urge the wholesale trade to support the retailers in their efforts to induce the Dominion Government to pass a law making a portion of the salaries of civil servants attachable for debt. As a result of that interview, Messrs. Carter and Geoffrion were appointed to proceed to Ottawa with the Retail Association's delegates to confer with the Premier and endeavor to procure the necessary change in the law. It is understood that the Government will carry out the wishes of the trade by passing the required legislation during the next session of Parliament.

The Retail Merchants' Association, of Ottawa, had petitioned the Government to assume the cost of the inspection of weights and measures, which is now borne by the merchants and dealers, and asked this Association to endorse its petition. It was felt that, as the inspection of weights and measures was made for the benefit of the public, it was an injustice to tax the trade with the cost of such inspection, and a resolution was accordingly adopted and sent to the Minister of Inland Revenue supporting the prayer of the Retail Merchants' Association's petition.

During the last session of Parliament, Mr. Fortin, M.P. for Laval, introduced a bill for the equitable distribution of the assets of insolvent debtors, which, as it was supported by the Montreal Board of Trade, was approved of by this Association as well as by every other commercial body in Canada. Parliament closed before Mr. Fortin's Bill could be considered, but it is his intention to reintroduce it next session.

The tea importers asked the support of this Association in their efforts to have the infusion test substituted for the chemical test now used on imported teas. A petition was circulated and largely signed by the trade and submitted to this Association, with the request that the Association should endorse the prayer of the petition and forward it to the Minister of Customs. As the wholesale trade was heartily in accord with the Tea Importers in the matter, the request was agreed to, and the Council of the Board of Trade and La Chambre de Commerce were also asked to use their influence to have the infusion test adopted by the Department of Customs. Both these bodies endorsed the tea importers' petition. At a meeting between the Government and representatives of the tea trade held in Ottawa recently, the Government accepted the principle of the infusion test, and it is very probable that before the spring trade commences the Customs Department will have put the new system into force.

The question of terms occupied the attention of the Association several times during the year, and efforts were made to make uniform terms for all groceries, but no agreement was arrived at.

The question of the need for the compulsory inspection of fish was referred to the Association by the Council of the Board of Trade, with a request for an expression of opinion

on the matter. The Association was unanimously of the opinion that the Council should petition the Government to make the inspection of fish obligatory. This the Council did, but so far without success.

Mr. Alex. Orsali, of the firm of Messrs. Hudon & Orsali, and Mr. D. L. Lockerby, of Messrs. Lockerby Bros., were admitted to membership in the Association.

Early in the year, Mr. G. A. Irwin resigned the secretaryship of the Association to take another position in the city. Mr. Irwin has been secretary of the Association for some years, and his resignation was greatly regretted by the members.

The vacancy caused by Mr. Irwin's resignation was filled by the appointment of Mr. J. Stanley Cook, who has performed his duties to the entire satisfaction of the Association.

The whole respectfully submitted.

H. LAPORTE,

President Montreal Wholesale Grocers' Association.

REPORT OF THE MONTREAL WHOLESALE DRY GOODS ASSOCIATION.

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

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

In this Association's report for last year reference was made to the losses experienced by wholesale houses on account of the manufacturers making a separate charge on their invoices for packing cases and cut samples, and, as was then stated, the manufacturers had been written to and asked to include the cost for packing and samples in the charge for the goods. The manufacturers have since replied, stating that they found it impossible to accede to the request. They were again written to and asked to reconsider this decision, but without result.

About the end of June the Minister of Customs visited Montreal for the purpose of affording merchants here an opportunity of discussing with him the arrangements he proposed to put in force for the carrying out of the preferential tariff, which was to go into full operation on 1st August. A large deputation from this Association waited on the Minister on 30th June, when the matter was fully discussed. The full preference to goods manufactured in Britain has now been in force for some months, and the regulations adopted by the Customs Department have worked quite satisfactorily.

It was found necessary to reduce the quorum at general meetings from seven to five members, as, unless some business of special importance is being considered, it is difficult to procure a large attendance, particularly during the busy seasons.

In the report for last year the President referred to the efforts the Association were making to have the laws governing marriage contracts and landlords' privileges amended, and it is with satisfaction that we note the passage by the Quebec Legislature at its last session of an Act restricting landlords' preferred claims for back rental to one year. Unfortunately, the unjust law governing marriage contracts has not yet been amended.

The matter of Customs undervaluation received a great deal of attention from this

Association during the past year. Early in January resolutions were adopted and communicated to the Government, protesting in general terms against its compromising with parties who make fraudulent Customs entries, and pointing out the injustice to the honest trader of such a course of action. A report becoming current later in the year, that a certain firm, charged with defrauding the Customs, and against which the Government had entered an action in the courts, were making strenuous efforts to arrive at a compromise with the Government, and it being feared that the Government might accept such compromise, the Association again protested by resolution against any such action on the part of the Government. The Dry Goods' Section of the Toronto Board of Trade adopted similar resolutions. A deputation was sent to Ottawa to interview the Ministers of Justice and Trade and Commerce on the subject. These Ministers said that they entirely agreed with the statement of the general principles that should govern such a situation, as expressed by the deputation, but they did not say what the exact course of the Government would be in the matter.

The resignation of Mr. G. A. Irwin, who had been the Secretary of this Association ever since its organization in 1889, was much regretted, and a resolution was adopted and communicated to him, assuring him of the good wishes of the members of the Association.

It is hoped that the incoming office bearers will keep before them the necessity of, and the general desire of the merchants for, an insolvent act for the whole Dominion, and also the importance of getting the Quebec law governing marriage contracts made more equitable.

The whole respectfully submitted.

ALPHONSE RACINE,

President Montreal Wholesale Dry Goods Association.

REPORT OF THE MONTREAL MARINE UNDERWRITERS' ASSOCIATION.

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

GENTLEMEN,—The Montreal Marine Underwriters' Association in connection with your Board begs to submit its Eighth Annual Report.

Early in January the Commission appointed by the Government to investigate the pilotage system in force between Montreal and Quebec commenced its work. The President attended the sittings of that Commission accompanied by a legal adviser, and submitted the recommendations adopted by the Association. Several members of the Association had appeared before the Commission and had given evidence, a synopsis of which was made and laid before the Commission in order that the principal points should not be overlooked. The report of the Commission has been presented to the Government, and is being printed for circulation. It might be advisable for this Association to express some opinion on the question.

The buoying and lighting and general improvement of the ship channel between Montreal and Quebec occupied the attention of this Association a great deal during the year. Strong representations were made to the Government urging that the placing of the buoys should not be given out to contractors but undertaken by the Government, and further that the buoys should be periodically inspected in order to insure their being kept in their proper places.

The Government, as a result of representations made by the Board of Trade, at the instance of this Association, had ordered a thorough inspection of the ship channel between Montreal and Quebec with a view to the improvement of the aids to navigation, and had invited the Council of the Board of Trade and this Association to be represented at that inspection. The President represented this Association and the Port Warden attended on behalf of the Board of Trade. It is gratifying to note that the result of the inspection has been to practically endorse the representations made by this Association during the past two years. There are strong grounds for the belief that the Government will take prompt action on all points unanimously endorsed by the different interests represented, as set forth more fully in the President's report of the inspection.

In March a conference of Marine Underwriters was held in Paris with reference to the settlement of collision cases by arbitration. The President, who was in Europe at the time, was invited to attend as a representative of this Association, which he did, and, upon his reporting the proceedings of the conference to this Association, it was decided to send the report to the Board of Trade with a letter stating that the Association endorses the recommendations contained therein.

It being considered of the utmost importance that the Harbour Mastership rendered vacant by the death of Captain Howard, the late Harbour Master, should be filled by the appointment of a practical sea-faring man, this Association's representative on the Council of the Board of Trade (Mr. Bond) was requested to bring the matter up for consideration by that body in order that some steps should be taken to ensure the appointment of such a man to the position. The position has not yet been filled.

The lack of proper supervision of the loading of grain cargoes at the port of St. John, N.B., was brought to the attention of the Association by a letter from the Marine Insurance Association of that City asking for assistance in procuring the required supervision. Copies of this letter were sent to the Department of the Marine and Fisheries and the Montreal Corn Exchange Association, asking for their views on the matter. The Deputy Minister of Marine and Fisheries replied that, while he fully realized the disastrous results which might follow the improper stowage and dunnage of grain cargoes, there were legal difficulties in the way of the imposition of official inspection at that port. The Corn Exchange suggested that this Association or the Railway Companies should arrange with the Port Warden of Montreal or one of his deputies to supervise the loading of vessels at St. John during the winter months, at which time their presence is not required at this port. These replies were communicated to the St. John Marine Insurance Association. Some time later this Association passed a resolution urging that the port warden regulations with reference to the loading of grain cargoes in force in Montreal should be adopted by St. John. This resolution was endorsed by the Council of the Montreal Board of Trade and forwarded to the St. John Board of Trade.

In the case of the SS. "Livonian," which went ashore at Red Island, the Harbour Commissioners of Quebec had fined the pilot the sum of five dollars. It was considered that, if the pilot was to blame for the accident, he should have been much more severely punished, while, if he was not responsible, no fine should have been imposed.

The prompt action of the Departments of Public Works and Marine and Fisheries in

instituting a thorough inspection of the Ship Channel at the point where the SS. "Milwaukee" stranded was much appreciated by this Association. The inspection resulted in the placing of additional buoys—an improvement that had previously been urged by this Association.

In this connection the Minister of Public Works was written to and asked to issue express orders that any boulder or other obstruction found in the channel should be kept to allow of a careful examination.

The Harbor Commissioners held an investigation as to the cause of the accident, at which this Association was represented, when it was found that the pilot was to blame, and he was suspended for two months.

The Civic Committee on the revision of the City Charter had recommended the taxation of each marine insurance company doing business in the City to the extent of \$200 per annum. This tax the Association considered excessive, as no marine companies have offices here, all their business being done by brokers who already pay the brokers' tax. A memorandum setting forth the views of the Association on the subject was drawn up and sent to the Board of Trade Council's Committee on Municipal Affairs, which was considering the proposed new City Charter, and to the City Clerk. The Municipal Affairs Committee did not concur in our recommendations that an ordinary brokers' tax of \$50 should cover Marine agencies, but recommended the reduction of the tax from \$200 to \$100 for each company transacting marine business.

The Shipping Interest had called this Association's attention to the report that the Pilot Commissioners of St. John, N. B., proposed to introduce the turn system of allotting pilots to vessels, and asked this Association to second their efforts to prevent such a change. A letter was written to the St. John Pilot Commissioners urging them in the interest of their port not to change the system now in force, of allowing ship owners to choose whichever pilot they wish; the chairman of the Commissioners replied that no proposition for such a change had been considered.

The Association is gratified to learn that the work of extending the telegraph system to Belle Isle, the necessity for which this Association has urged upon the Government for some years, is being proceeded with, and hopes that the extension will be completed during the summer of 1899.

It is understood that the Government has purchased the machinery for a large fog-horn to be placed at Belle Isle Lighthouse, and the Association trusts that this signal will be placed in position next season.

The whole respectfully submitted.

E. L. BOND,

President Montreal Marine Underwriters' Association.

REPORT OF THE MONTREAL BUTTER AND CHEESE ASSOCIATION.

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

GENTLEMEN,—The Montreal Butter and Cheese Association in connection with your Board begs to submit its Annual Report as follows:—

In order to facilitate the calling of special meetings of the Association, it was found

necessary to amend article VIII of the by-laws so as to permit of such meetings being called by the President instead of the Executive Committee, and upon requisition of seven instead of ten members.

The urgent need for the appointment of an official weigher for butter and cheese being apparent to every member of the trade, the Association adopted the following resolution and communicated it to the Council of the Board of Trade:—

Resolved—“That the Council of the Board of Trade is hereby requested to renew the application made to the Dominion Government in 1896, at the instance of this Association, for the appointment of an official weigher for butter and cheese, the need for such an officer becoming more and more pressing.”

The Council, in reply, stated that a majority of its members were opposed to recommending the appointment of a special weigher. Further representations expressing disappointment that the Association's reasonable and unanimous request should not have received more favourable consideration brought the reply that a vote to reconsider the Council's former decision had failed to carry, and that therefore no action would be taken.

No further steps have been taken in the matter by this Association.

Owing to the great distance between the place of manufacture of butter in Canada and the British market, the Association felt that it was absolutely necessary, if the trade in that article was to be built up, that creameries should adopt the system of selling their product every week, as is done in the case of cheese, so that the butter may be laid down in Britain as fresh as possible. On March 1st a circular was addressed to all the creameries in the Province of Quebec urging the importance of such a system of selling.

The Council of the Board of Trade submitted a letter which it had received from the Home and Foreign Produce Exchange of London urging it to endeavour to have the branding of the month of manufacture on all Canadian cheese made compulsory. The Association was already on record as endorsing the principle of branding cheese with the month of manufacture, and the Council was requested to forward the letter to the Minister of Agriculture, Ottawa, with the assurance that the Montreal trade were in accord with the British merchants in this matter.

The Canadian Pacific Railway Company's system of using one delivery sheet for goods consigned to several merchants, under which each consignee was able to see the particulars of shipments to others, was considered unfair, as such information should be kept strictly private. Much to the satisfaction of the trade, the Company, when this Association called its attention to the matter, agreed that in future a separate delivery sheet should be used for goods consigned to each merchant.

In March a special meeting of the Association was held with a view to taking some action to prevent the manufacture of fodder cheese, as it was considered of the greatest importance to the cheese industry that none but full grass cheese should be exported. The following resolution was unanimously adopted and communicated to a large number of newspapers in Ontario and Quebec:

Whereas, the price of finest cheese to-day, being lower than it has been, at this season, for the past twenty years, and the market being in a most stagnant state, it would appear that there was an overproduction of this article; and

Whereas, the consumption of cheese does not relatively increase with the growth of population in the same ratio as butter; and

Whereas, the butter market to-day in Canada, the United States, England and other countries is in a most healthy position at relatively very much higher prices than cheese ; and

Whereas, the make of fodder cheese is at all times hurtful to the trade, its inferior quality reducing consumption and so tending to depress the market, thus depreciating the value of the finer qualities and heavy make of full grass cheese ; therefore, in view of these facts, be it

Resolved, that in the wisdom and opinion of this Association no hay or fodder cheese should be made this spring, and that farmers should consider well the advisability of increasing the make of butter and limiting the production of cheese.

It is gratifying to note that the manufacture of fodder cheese this year was comparatively small.

Factorymen have so often been reminded that it is against their own interests to manufacture fodder cheese either in the spring or fall that it would seem needless to do so again, but it is a matter of so much importance to the dairying interest of Canada that it should not be allowed to drop.

The large exporting business carried on by members of this Association made the question of harbour improvement at this port of very great interest to them, and when, early in the year, the Harbour Commissioners adopted a resolution calling the attention of the Dominion Government to the necessity for the immediate prosecution of such improvements as the large and growing trade of the port demanded, this Association cordially endorsed the recommendations embodied in that resolution. It is a matter of satisfaction to all interested in the growth of Montreal that the harbour improvement works have at last been begun.

The prosecution and conviction of several merchants in Britain for the sale of butter, in the manufacture of which boracic acid or some other preservative had been used, brought the matter to the attention of this Association. The Ministers of Agriculture at Ottawa, Toronto and Quebec were written to, and asked to warn factorymen to refrain from using any adulterant whatever in the making of butter. The Ministers of Agriculture, for the Provinces of Quebec and Ontario, issued circulars in accordance with the Association's recommendations, and copies were sent to all factorymen in both provinces, and, no doubt, had the effect of preventing the use of such adulterants.

The Dominion Minister referred the matter to Prof. Robertson, the Dairy Commissioner, who stated that such preservatives were not used to any extent in Canada.

The unsatisfactory arrangements with the Railway Companies, with reference to freight rates on produce brought to Montreal from the West and subsequently exported, referred to in last year's report, were again in effect this year. A committee was recently appointed to consider that among other matters, and it is hoped that some agreement may shortly be arrived at, which will meet the wishes of the Montreal exporters.

The Council of the Board of Trade wrote this Association, asking it to formulate its views on the question of reciprocity with the United States, with reference to the trade interest represented by the Association. The Council undertook to embody the Association's views in a memorial which it purposed addressing to the conference of British and United States delegates then sitting at Quebec. The following resolution was passed and communicated to the Council :—

Resolved,—That in response to the request of the Council of the Montreal Board of Trade, that this Association inform it as to the Association's wishes in regard to the Dairy trade of Canada to be presented to the conference sitting at Quebec, this Association desires to say that inasmuch as the trade in butter, cheese, eggs, etc., in which its members are deeply interested, shows a steady and rapid growth under the present condition of tariffs, and is now on a most favourable basis, it can see no good reasons for any alterations so far as the Dairy trade is concerned, especially in view of the fact that the United States is our chief competitor on the British markets in these same products.

Complaints have been made of the injustice to city merchants of the practice of allowing country peddlers to sell to the retail trade without paying any taxes whatever to the city for the privilege, while the regular merchant keeps his warehouse and pays taxes and rent. As the city charter was being revised this year, it was considered an opportune time to have a clause inserted providing for the levying of a tax on traders who do not reside in the city, but who come in and sell their goods to the retail trade, and a Committee was appointed to wait on the City Council's Charter Committee and lay the Association's views on this matter before it.

At the last session of the Dominion Parliament a bill was introduced to prevent short selling of butter and cheese, against the passage of which, this Association protested very strongly. The Association has not receded from the position taken last year, condemning the practice of short selling, but it was felt that the bill in question did not meet the case, and the Minister of Agriculture, Ottawa, was accordingly written to and urged to have the bill withdrawn. The Minister replied that the bill was not a Government measure, but one which must pass or be defeated on its merits.

The tolls on butter and cheese sold at the various wharves having, after some two years' trial, been found to work injuriously to the trade, the following resolution was adopted and a Committee appointed to interview the Market Committee of the City Council on the subject :—

“That a special committee of four be appointed to wait on the Market Committee to urge the abolition of the wharfage tolls on butter and cheese received at the various wharves, as this Association finds, after giving them a fair trial, that such tolls work unfavourably to the majority of the trade.”

I have again to call your attention to the subject of drawing of drafts at sixty days against shipments of butter and cheese, with a view to having the system done away with, and having payment put on a basis more suitable to the trade. This system, by permitting speculation on a large scale, has been the means of crippling legitimate business during a great part of the past season.

The use of immature, sappy or inferior wood in the manufacture of tubs and boxes for butter, and the consequent deterioration of butter packed in such tubs or boxes, should receive the attention of the Association at an early date. That this is a serious question to the trade is evidenced by the ruinous losses which occur owing to butter becoming mouldy or losing in quality as a result of being packed in such boxes, and which loss in quality may not be apparent at the time of shipment. It may be necessary to ask the Legislature to have the packages for butter inspected. In this connection Creamery men should be urged not to use cheap materials, such as poor salt and inferior parchment paper, etc., in the manufacture and packing of butter. They should also be asked to pack the butter in boxes of a uniform weight of 56 lbs.

A matter of importance to which I have already referred, and which I would commend especially to the attention of the Association, is the discrimination between the rates of freight on through shipments from the West and the local and steamship rates. The Montreal exporter is thus handicapped in competition with Western exporters. As I have already stated, a committee has this subject under consideration at present, and some good results are hoped for. The Association should not rest, however, until Montreal merchants are placed upon a parity with those in the West.

Messrs. D. H. Loynachan and Enoch Buzzell were admitted to membership in the Association.

The resignation of the Secretary, Mr. G. A. Irwin, which took place in January, was much regretted by the Association. Mr. Irwin had been the Secretary of the Association ever since its organization, and in leaving carried with him the sincere good wishes of the members.

The whole respectfully submitted.

ALFRED J. BRICE,
President Montreal Butter and Cheese Association.

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

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

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

With a view to including as comprehensively as possible the various interests involved in the Association, it was decided early in the year to change the title of the Association to "The Metal and Hardware Manufacturers' and Merchants' Association."

The Association was successful in procuring the re-election of Mr. Jas. W. Pyke, its nominee for membership on the Council of the Board of Trade.

In February the Secretary, Mr. G. A. Irwin, resigned to accept another position in the city. Mr. Irwin had been the Association's Secretary ever since its organization, and his resignation was a matter of much regret to the officers and members.

The postal charge of two cents on city letters being considered excessive, and constituting a hardship on firms having a large city correspondence, this Association's representative on the Council of the Board of Trade was requested to bring the matter to the attention of that body, with a view to having it take such necessary steps as were thought best to procure the reduction of the rate to one cent. As the Council was at that time endeavoring to obtain a reduction in the general letter rate from three cents to two cents, it was, in the opinion of the President and members of the Council, unwise for it to press simultaneously for the reduction of the city rate. The Association concurred in this view, and decided to support the Council in its effort to have the general rate reduced, which effort has fortunately proved successful.

The necessity for the appointment of a hardware expert as Customs Appraiser again

received the attention of this Association, and last year's efforts towards procuring such an appointment were supplemented by the selection of a deputation, consisting of the President and Messrs. Crathern, Learmont, McCall and McMaster, to interview the Minister of Customs. The Committee in question waited upon the Hon. Mr. Paterson during one of his visits to the Custom House in Montreal, and there laid the whole question before him, when he assured them that their recommendation would receive most careful consideration on the part of himself and colleagues.

In September the Council of the Board of Trade requested this Association to formulate its views upon the question of reciprocity between Canada and the United States, in order that such might be included in a memorial which the Council purposed addressing to the Conference of British and American representatives then sitting in Quebec. A special meeting of the Association was called, and the following memorandum was agreed upon and transmitted to the Council :—

The members of this Association *are not in favor of reciprocity with the U.S. in the matter of manufactured articles*, fully realizing that Canadian manufacturers, working as yet under conditions incident to the earlier stages of manufacturing enterprises, have not had time to reach such a development as will permit of their competing on equal terms with the fully established industries of the United States.

This Association is of opinion that the present preferential tariff in favor of Great Britain affords much more equitable conditions of competition to the Canadian manufacturer of iron and steel goods than would reciprocity with the United States. The geographical conditions being such that, in the matter of freight rates alone, Canadian manufacturers compelled to find markets for their products in distant portions of the Dominion are able to compete successfully with English manufacturers, because the distance from Great Britain to Canadian points equalizes the freight rates that the respective competitors are called upon to bear. On the other hand, American manufacturers, many of whom are situated immediately along our borders, enjoy in a great many cases *much cheaper freighting privileges to Canadian points than either the Canadian or British producer enjoys.*

As an instance :—The manufacturer of pig iron at Buffalo, N. Y., paying only \$1.00 to \$1.25 per ton freight, for delivering his iron to consumers, say in Hamilton or Toronto, would, if admitted to preferential privileges, *be unduly favored* as against the Scotch or Nova Scotian furnaces, the latter being obliged to pay a freight charge four or five times as great as that which the Buffalo maker would require to pay; indeed, in this particular department *the moderate preference in the matter of Customs duty allowed to the British maker has not as yet been of any actual service in securing to him a Canadian market for his product as against his American competitors.*

The existing preferential arrangement with Great Britain should, in the opinion of this Association, be given a thorough and fair trial before submitting either the British or Canadian producer to the competition of the American manufacturers, who already, under existing conditions, possess so many advantages.

It is believed that in due time, with the better distribution of manufacturing enterprises which is now being undertaken throughout the Dominion, and with a fuller development of these enterprises, the Canadian producer at last will be able to meet American competition on fair ground, but that time has not yet arrived.

The following were admitted to membership in the Association :—Messrs. The Thos. Davidson Manfg. Co., Jas. Fulton & Co., A. C. Leslie & Co., Peck, Benny & Co., Pillow-Hersey Manfg. Co., Thos. Robertson & Co., B. & S. H. Thompson.

The whole respectfully submitted.

GEO. E. DRUMMOND,

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

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

MONTREAL, January 11, 1899.

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

GENTLEMEN,—Although the year just ended has not been a very eventful one for your Bankers' Section, still this body has taken certain steps that are not without importance for the future.

1. Your Bankers' Section had the honor of sending to the Quebec Legislature of the 13th of January, 1898, a deputation who acted as vanguard to that sent by the Board of Trade, and their joint efforts defeated the aims of the City's Bill and of a private bill for the widening of certain streets, at a cost which could not well be borne in the present condition of the City's finances.

2. Your Council has kindly acceded to the Section's request to add the name of the Section's representative to the Standing Committee on Insolvency Legislation. This will better ensure unity of action between all Sections of the Board of Trade, and tend to bring about a solution of the much debated question of an Insolvent Act.

3. As Bankers' Sections of other Boards of Trade have already affiliated with the Canadian Bankers' Association, your Montreal Section have decided to do the same in consequence of the often expressed desire of the said Association.

4. On the 15th of September last, at the request of the Montreal Board of Trade, this Section was convened to discuss the question of reciprocal arrangements with the United States, upon which your Council had desired the views of the different Sections, in order to transmit a communication on the subject to the Canadian members of the International Conference, then in session at Quebec, and a committee was at once appointed to attend to the matter. On Sept. 20th said Committee reported to the Board of Trade that, as no other Section had as yet expressed itself on the subject, it was not thought desirable that the initiative be taken by the banks.

It has often been said, if not altogether admitted, that in large cities where Clearing Houses exist the pulse of trade and commerce is fairly illustrated by the Clearings of such cities. It may then be confidently said that trade is reviving and that prosperity is fast returning, if we believe the appended comparative Statistics.

This revival is further confirmed by Bradstreet's statement that in 1898 there were in the City of Montreal 240 failures with total liabilities \$2,468,746, as against 329 failures; liabilities \$3,370,771 in 1897, and 449 failures, liabilities \$5,178,710 in 1896.

The Bradstreet Company is also authority for stating that in the three last years there has been considerable falling off in the number of failures and totals of liabilities both in Canada and in the United States.

Let us hope that in the midst of prosperity we may avoid relaxed methods and extravagance, which are the seeds of future crises.

At the Annual Meeting held to-day the scrutineers reported the following elections for the ensuing year:

Chairman of Section, Mr. A. M. Crombie, Manager Canadian Bank of Commerce; General Committee, Messrs. J. S. Meredith, H. V. Meredith, J. Penfold, Jas. Walker, G. H. Balfour, Adson L. Pease, James Elliott, F. Kennedy, T. Bienvenu, Thos. How, W. Weir; Secretary-treasurer, Arthur Weir.

The Section made unanimous choice of Mr. M. J. A. Prendergast as their nominee for election on the Council of the Montreal Board of Trade, to represent the interests of the Section, and expressed their thanks to Mr. Thomas McDougall for his good services as their representative during the past year.

The whole respectfully submitted.

M. J. A. PRENDERGAST,
Retiring Chairman.

MONTREAL CLEARING HOUSE.

REPORT FOR 1898.

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

	1898.	1897.	1896.
January	\$60,334,000	\$43,577,000	\$46,663,000
February.....	62,332,000	38,480,000	37,793,000
March.....	62,043,000	40,654,000	42,464,000
April.....	50,003,000	45,092,000	41,905,000
May	56,475,000	46,600,000	51,969,000
June.....	60,423,000	54,616,000	52,353,000
July.....	59,471,000	52,831,000	51,902,000
August.....	55,578,000	49,240,000	49,313,000
September.....	61,856,000	55,080,000	45,251,000
October.....	66,354,000	59,340,000	53,298,000
November.....	67,246,000	59,166,000	54,397,000
December.....	69,143,000	56,509,000	54,138,000
	<u>\$731,260,000</u>	<u>\$601,185,000</u>	<u>\$583,160,000</u>

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

Largest Week,	1896, 3 Dec....	\$13,832,000	Smallest Week,	1896, 2 July....	\$6,897,000
	1897, 11 Nov...	15,099,000		1897, 4 March...	8,157,000
	1898, 6 Oct....	18,453,000		1898, 14 April...	8,721,000
Largest Day,	1896, 5 Nov...\$	3,289,000	Smallest Day,	1896, 30 March...	\$ 933,000
	1897, 4 Nov...	3,831,000		1897, 22 March..	977,000
	1898, 1 Oct....	4,054,000		1898, 31 Jan.....	1,242,000

The average daily clearings for 1898 were \$2,336,000.

As reported by *Bradstreet's*, the aggregate clearings for 1898 show an increase of :—

In the United States.....	20.2 per cent. over 1897
In Canada.....	18.4 " " "
In Montreal.....	21.6 " " "

The ten largest clearings are as follows :—

New York.....	\$41,971,782,000	Pittsburgh.....	\$975,243,000
Chicago.....	5,517,335,000	Baltimore.....	939,863,000
Boston.....	5,425,647,000	San Francisco.....	813,043,000
Philadelphia.....	3,671,676,000	Montreal.....	731,260,000
St. Louis.....	1,455,462,000	Cincinnati.....	641,104,000

Montreal now holds the place of *ninth* instead of *tenth*, as for the past six years.ARTHUR WEIR, *Manager*.

MONTREAL, 10th Jan., 1899.

DOMINION OF CANADA (*Bradstreet's*).

	1898.	1897.	Gain.	Loss.
1 Montreal.....	\$731,264,677	\$601,185,000	1	21.6
2 Toronto.....	439,489,336	361,756,953	2	21.6
3 Winnipeg.....	90,754,276	84,435,832	3	7.4
4 Halifax.....	62,523,827	63,513,838	4	....
5 Hamilton.....	35,637,964	33,350,542	5	6.9
6 St. John, N.B.....	30,349,264	30,468,180	6	....

PORT OF MONTREAL.

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

ARTICLES.	VALUE. 1898.	VALUE. 1897.
Ale, Beer and Porter	\$ 24,534	\$ 22,253
Animals.....	2,734	2,866
Books, Pamphlets, etc.....	283,363	219,032
Brass, Manufactures of	112,758	94,023
BREADSTUFFS—Grain of all kinds	827	2,411
Flour	1,675	4,122
Meal, Corn and Oats.....	1,964	2,709
Rice.....	186,616	105,659
Other Breadstuffs	52,831	49,987
Bicycles, etc.....	116,059	168,789
Cars, Railway and Tram.....	2,046	87
Cement and Manufactures of (1897 figures for 5 months)....	405,958	108,725
Coal, Bituminous.....	88,130	87,003
Copper, Manufactures of.....	28,289	23,385
Cotton, Bleached or Unbleached, not dyed, coloured, etc....	212,663	99,483
Dyed, Coloured, etc.....	1,067,458	947,590
Clothing	113,859	109,235
Thread (not on Spools), Yarn, Warp, etc.....	233,133	192,983
Thread on Spools	270,478	261,017
All other Manufactures of.....	221,884	162,165
Drugs and Medicines.....	635,812	558,223
Earthenware, Stone and Chinaware.....	224,675	176,436
FANCY GOODS AND EMBROIDERIES, VIZ.:—		
Bracelets, Braids, Fringes, etc.....	314,576	272,443
Laces, Collars, Nettings, etc.....	257,970	214,565
All other Fancy Goods	100,918	98,165
Flax, Manufactures of (1897 figures for 5 months only)....	575,008	211,002
Fish and Products of.....	146,184	123,710
Fruits and Nuts, dried.....	272,066	264,254
Green, viz.:—Oranges and Lemons.....	291,322	261,822
All other.....	86,224	93,172
Furs, Manufactures of.....	247,700	214,523
Glass, Manufactures of, viz.:—		
Bottles, Jars, Decanters, Tableware and Gas Light Shades.....	147,992	160,879
Window.....	193,592	146,018
Plate.....	99,911	89,882
All other Manufactures of.....	42,043	37,895
Gunpowder and Explosive Substances.....	24,572	21,253
Gutta Percha, Manufactures of.....	124,596	85,388
Hats, Caps and Bonnets, Beaver, Silk or Felt.....	339,148	289,944
All other.....	153,912	148,121
Iron and Steel, and Manufactures of, viz.:—		
Band, Hoop, Sheet and Plate.....	677,752	757,831
Bar Iron and Railway Bars	30,063	11,534
Cutlery, Hardware, Tools and Implements.....	606,324	490,746
Machines, Machinery and Engines, inc. Locomotives.	716,005	434,844

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

ARTICLES.	VALUE. 1898.	VALUE. 1897.
	\$	\$
Pig Iron, Kentledge and Scrap.....	356,056	341,321
Stoves and Castings.....	41,563	43,571
Iron and Steel Tubing.....	159,729	99,617
All other Manufactures of Iron and Steel.....	1,685,563	949,641
Jewellery and Watches, and Manufactures of Gold and Silver	326,443	297,849
Lead and Manufactures of.....	172,776	136,359
Leather, all kinds.....	457,058	490,374
Boots and Shoes.....	91,294	62,816
All other Manufactures of.....	48,092	38,792
Marble and Stone, and Manufactures of.....	52,003	30,017
Metals and Manufactures of.....	204,045	122,860
Musical Instruments.....	63,774	45,401
Oil, Mineral, and Products of.....	96,166	98,880
Flaxseed or Linseed, raw or boiled.....	171,703	82,065
All other.....	200,003	149,580
Paints and Colours.....	422,482	336,939
Paper, Envelopes, etc.....	373,239	306,815
Pickles, Sauces, Capers, all kinds.....	37,624	31,855
Provisions, Lard, Meats, fresh and salt.....	122,794	79,346
Butter, Cheese.....	10,374	8,802
Seeds and Roots.....	101,692	99,677
Silk, Manufactures of.....	1,138,211	770,078
Soap, all kinds.....	115,046	88,055
Spices, ground and unground.....	47,814	47,861
Spirits, all kinds.....	406,686	368,260
Wines, Sparkling.....	88,746	83,255
Other than Sparkling.....	136,231	137,137
Sugar.....	3,669,490	3,707,908
Molasses and Syrups.....	200,148	229,684
Tobacco and Cigars.....	91,079	108,447
Leaf (for 6 months only).....	134,355	59,025
Vegetables.....	72,858	64,938
Wood, Manufactures of.....	99,485	84,078
Woollens : Carpets, of all kinds.....	254,574	225,799
Clothing.....	330,860	234,620
Cloths, Worsteds, Coatings, etc.....	1,051,917	939,883
Dress Goods.....	1,575,917	1,315,490
Knitted Goods.....	324,755	234,511
Shawls.....	19,555	8,596
Yarns.....	39,225	28,135
All other Manufactures of.....	178,088	107,482
All other Dutiable Goods.....	3,625,016	3,414,010
Total Dutiable.....	28,530,143	23,936,103
" Free.....	20,656,021	13,714,103
Coin and Bullion.....	4,356,882	2,351,599
Grand Total.....	53,543,046	40,001,805

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

ARTICLES.	VALUE. 1898.	VALUE. 1897.
Animals for Improvement of Stock	\$ 21,935	\$ 12,043
Asphaltum or Asphalt.....	33,478	21,057
Broom Corn.....	2,376	1,685
Indian Corn.....	7,686,658	2,875,768
Coal, Anthracite.....	952,101	966,524
Coffee.....	136,229	250,520
Cotton Waste.....	87,023	88,511
Raw.....	901,144	1,044,376
Dyes, Chemicals, etc.....	1,209,319	632,643
Fish and products of.....	30,395	33,383
Fisheries, articles for, Nets, Seines, Lines, etc.....	8,696	7,580
Fruits, Bananas, Olives, Pineapples, etc.....	149,133	155,373
Fur Skins, not dressed.....	277,171	270,124
Grease for Soap-making.....	27,518	25,454
Hides and Skins.....	633,933	339,320
India-Rubber and Gutta-Percha, crude.....	865,455	735,674
Jute Cloth and Jute Yarn.....	387,374	444,889
Metals, Brass and Copper.....	684,220	433,033
Steel Rails for Railways.....	63,870	73,707
Iron and Steel, all other.....	718,540	450,280
Tin and Zinc.....	466,609	356,439
Other.....	45,206	43,722
Oils, Vegetable.....	18,443	13,799
Salt.....	80,161	79,107
Settler's Effects.....	314,455	202,444
Silk, raw.....	114,294	144,161
Sisal, Manilla and Hemp, undressed.....	179,405	181,863
Tea.....	710,180	808,522
Tobacco Leaf (for 6 months only).....	644,262	898,122
Wood, Cabinetmakers, etc.....	377,539	293,620
Wool.....	182,006	152,160
All other Free Goods.....	2,646,893	1,678,200
Total.....	20,656,021	13,714,103
Coin and Bullion.....	4,356,882	2,351,599
Total Free Goods.....	25,012,903	16,065,702

PORT OF MONTREAL.

STATEMENT showing the Quantity and Value of Merchandise EXPORTED
from this Port during the year ended 31st December, 1898.

ARTICLES.	QUANTITY.	VALUE.
THE MINE—Coal	Tons. 109	\$ 218
Ores of all kinds	Tons. 1,235½	28,425
Phosphates	“ 702	8,000
Other Articles		156,580
Total		193,223
THE FISHERIES—Fish of all descriptions		104,940
Fish Oil	Gals. 87	58
Total		104,998
THE FOREST—Ashes, Pot and Pearl (not to include Leached Ashes)	Brls. 1,240	35,321
Logs—Pine	M. feet. 8 305	150
“ All other	“ 32 842	836
Lumber—Deals, Deal Ends, Planks, Boards, and other Lumber		5,574,114
Timber—Square	Tons. 11,401	126,599
Other Articles		26,723
Total		5,763,743
ANIMALS AND THEIR PRODUCE—		
Horses	No. 7,122	717,560
Horned Cattle	“ 101,043	5,968,623
Sheep	“ 41,970	217,005
Other Animals		423
Butter	Lbs. 17,249,052	3,128,588
Cheese	“ 149,550,752	12,657,749
Eggs	Doz. 4,715,923	588,077
Meat of all kinds	Lbs. 19,310,059	1,685,549
Other Articles		637,726
Total		25,601,300

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

ARTICLES.	QUANTITY.	VALUE.
AGRICULTURAL PRODUCTS—		\$
Fruits—Green		891,412
Barley..... Bush.	335,294	154,469
Beans and Peas..... "	1,706,785	1,067,602
Indian Corn..... "	18,599,126	7,395,913
Rye..... "	1,035,403	661,308
Oats..... "	6,752,530	2,200,813
Wheat..... "	8,388,486	7,844,229
Other Grain..... "	310,999	157,422
Flour of Wheat and Rye..... Brls.	279,112	1,215,665
Indian and other Meal..... "	31,622	122,917
Malt..... Lbs.	1,577	1,015
Other Articles.....		1,319,823
Total.....		23,032,588
MANUFACTURES—		
Cottons, Woollens, etc.....		173,102
Extract of Hemlock Bark.....		43
Iron—Pig and Scrap, Castings, Hardware, etc.....		312,542
Leather.....		740,178
Boots and Shoes.....		6,202
All other manufactures of.....		6,613
Liquors, Spirituous and Malt, of all kinds..... Gals.	9,987½	15,175
Sewing Machines..... No.	789	12,704
Ships sold to other countries.....		2,000
Tobacco, Snuff and Cigars..... Lbs.	206,876	28,778
Wood, Manufactures of, all kinds.....		252,120
Other Articles.....		1,440,586
Total.....		2,690,043
MISCELLANEOUS ARTICLES.....		162,058
Total.....		57,547,953
BULLION, Gold in bars, blocks or ingots.....		529,168
COIN, Gold.....		4,612,992
" Silver.....		39,067
Grand Total.....		62,729,180

TOTAL RECEIPTS OF PRODUCE AT MONTREAL DURING THE YEAR 1898, WITH COMPARATIVE FIGURES FOR 1897.

	Wheat. Bush.	Corn. Bush.	Peas. Bush.	Oats. Bush.	Barley. Bush.	Eye. Bush.	Flaxseed. Bush.	Flour. Brls.	Meal. Brls.	Butter. Pkgs.	Cheese. Boxes.	Lard. Brls.	Hams, Bacon & Meats, Pkgs.	Eggs Cases.
Per Grand Trunk Railway	1,705,011	1,286,170	527,725	2,73,247	66,035	67,351	100,146	600,753	7,694	199,160	1,013,723	5,624	92,545	187,22
Per Canadian Pacific Ry.	889,447	1,353,916	746,991	3,214,172	77,468	109,921	662,392	19,317	198,858	888,467	27,585	74,694	74,694	105,457
Via Lachine Canal	8,372,330	16,850,224	568,643	1,682,448	823,805	896,367	794,987	253,092	8,193	151,330	11,946	11,946	4,902	6,943
Per River Boats	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,036	65,318	.....	.....	.....
Total 1898	10,966,788	19,490,310	1,843,559	7,269,867	467,308	1,075,642	855,153	1,516,237	27,086	417,247	2,118,877	125,155	171,241	300,292
Total 1897	11,855,611	9,329,226	1,987,007	6,133,690	274,302	913,398	130,992	1,344,247	34,857	454,651	2,746,592	56,253	149,432	322,476
Increase or Decrease	888,823 Decrease.	16,161,084 Increase.	143,448 Decrease.	1,136,177 Increase.	193,006 Increase.	160,244 Increase.	724,141 Increase.	171,990 Increase.	7,821 Decrease.	37,404 Decrease.	427,715 Increase.	68,902 Increase.	21,809 Increase.	22,184 Decrease.

TOTAL SHIPMENTS OF PRODUCE FROM MONTREAL DURING THE YEAR 1898, WITH COMPARATIVE FIGURES FOR 1897.

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Eye. bush.	Flax- seed. bush.	Flour. brls.	Meal. brls.	Butter. pkgs.	Cheese. boxes.	Lard. brls.	Apples. brls.	Hams, Bacon, & Meats, pkgs.	Eggs, cases.	Cattle, head.
Europe, via River St.	8,980,669	19,214,299	1,638,435	6,781,539	321,297	983,979	777,074	857,558	34,911	299,961	1,836,261	45,455	389,508	148,745	189,573	94,136
Lower Ports via River St.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lawrence	17,678	22,059	11,969	582	281	3	.....	163,042	6,075	2,916	1,492	994	3,635	5,642	332	.....
Via Lachine Canal	.....	.....	.....	.....	.....	.....	.....	32,987	1,910	.....	.....	1,079	.....	.....	.....	.....
By Rail	125,424	16,467	22,923	16,996	21,423	4,352	535,574	36,608	31,297	370,779	.....	.....	.....	10,486	5,058	.....
Total 1898	9,132,171	19,252,825	1,673,327	6,798,817	343,001	983,334	777,074	1,589,141	79,499	37,174	2,208,442	48,448	399,477	164,873	194,963	94,136
Total 1897	9,924,029	9,224,364	1,794,721	5,231,903	201,782	860,078	115,018	1,397,103	55,455	245,347	2,287,422	30,393	175,194	125,281	173,413	115,336
Increase or Decrease	791,258 Decrease.	10,028,461 Increase.	121,394 Decrease.	1,566,914 Increase.	141,219 Increase.	128,256 Inc'se.	664,056 Inc'se.	192,038 Increase.	24,044 Inc'se.	88,27 Inc'se.	78,980 Decrease.	18,055 Inc'se.	224,283 Inc'se.	39,592 Increase.	21,550 Inc'se.	21,200 Dec'se.

TOTAL SHIPMENTS OF PRODUCE TO PARTICULAR PORTS, VIA RIVER ST. LAWRENCE, FROM THE OPENING OF NAVIGATION, APRIL 26TH, 1898
 (first arrival from sea), TO THE CLOSE, NOVEMBER 28TH (last departure for sea), WITH COMPARATIVE FIGURES FOR 1897.

PORTS.	Wheat.		Corn.		Peas.		Oats.		Barley.		Flax-seed.		Flour.		Meal.		Butter.		Cheese.		Pork.		Lard.		Meats.		Eggs.		Hams and Bacon.		Apples.		Catt's Head.							
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Brls.	Brls.	Pkgs.	Boxes.	Brls.	Brls.	Pkgs.	Cases.	Bacon.	Boxes.	Brls.	Brls.	Pkgs.	Cases.	Bacon.	Boxes.	Brls.	Brls.	Head.								
London.....	1,086,835	2,777,808	429,254	2,629,773	224,069	8,241	348,257	3,740	97,526	724,043	578	7,204	12,069	6,196	37,741	22,005																								
Liverpool.....	3,435,822	8,817,738	530,314	544,548	43,280	19,750	200,417	12,555	53,080	483,833	22,176	118,368	98,169	2,269	175,257	33,065																								
Manchester.....	759,391	630,723	9,039	176,765	4,165	33,250	9,521	25,980	97,803	279,764	164	3,878	1,375	179	20,344	5,324																								
Bristol.....	490,654	58,255	58,255	233,725	21,122	277,052	20,600	18,591	18,591	121,572	667	1,039	805	2,278	15,271	3,039																								
Avonmouth.....	277,970	1,373,269	53,552	170,204			2,354	536	451	35,276	42	134	313		4,515	2,723																								
Newcastle.....	55,378	205,241																																						
Hull.....	122,959			105,944																																				
Sharpness.....		131,440																																						
Boston, Eng.....	1,091,946	2,420,482	342,858	975,175	53,957	273,727	116,760	10,890	18,425	89,016	99	6,651	61,938	146	132,164	19,760																								
Geelong.....	730,115	806,866	70,585	477,722	117,424		34,122	1,000	565	27,965	70																													
Leith.....		137,952																																						
Granton.....		205,817		84,045			26,497	2,323	1,117	8,300																														
Aberdeen.....	310,856	874,812		133,149			27,492	1,070	1,055	5,569																														
Dublin.....	171,869	1,522,883	6,548	112,768			37,939	1,035	117	19,401																														
Belfast.....	212,126	416,050		603,894			6,311	358	1,671	6,200																														
Cork.....	72,205	2,366,097	25,497	46,786			1,454		42	927																														
Hamburg.....	35,278	359,677	26,390	310,669																																				
Rotterdam.....	241,917	676,829	65,030																																					
Antwerp.....	99,794																																							
St. Nazaire.....																																								
Lower Ports.....	8,989,669	19,214,290	1,638,435	5,751,239	321,281	983,979	857,538	34,911	290,961	1,836,261	2,757	45,455	37,261	11,484	389,508	94,136																								
	17,678	22,059	11,969	582	281	3	163,942	6,075	2,916	1,402	10,263	994	85	85	3,635																									
Total for 1898.....	9,007,347	19,236,258	1,650,404	6,781,821	321,578	983,982	1,020,600	40,986	302,877	1,837,663	13,020	46,449	142,818	11,569	393,143	94,136																								
Total for 1897.....	9,900,308	9,213,899	1,790,422	5,203,178	179,044	855,135	891,501	40,434	225,966	2,080,239	10,709	29,664	109,325	6,858	175,194	115,236																								
Increase or decrease.....	892,961	10,022,459	140,018	1,578,643	142,534	128,847	129,099	552	76,911	242,576	2,311	16,785	33,493	4,711	217,949	21,200																								

Increase, Inc'se. Decrease, Dec'se.

RECEIPTS OF GRAIN, FLOUR, MEAL, BUTTER AND CHEESE AT MONTREAL MONTHLY DURING 1898.

1898.	Wheat Bush.	Corn Bush.	Peas Bush.	Oats Bush.	Barley Bush.	Rye Bush.	Flaxseed Bush.	Flour Brls.	Meal Brls.	Butter Pkgs.	Cheese Boxes.
January	138,860	.....	155,225	639,700	22,310	42,300	.....	32,952	913	10,732	1,940
February	79,255	2,800	32,370	420,060	29,689	23,150	.....	33,391	1,642	7,565	741
March	130,020	83,408	93,113	693,210	10,215	24,085	.....	42,754	2,457	13,186	1,804
April	358,117	221,869	68,405	367,615	19,680	21,035	.....	25,386	1,420	17,064	2,437
May	1,546,775	5,149,891	302,868	1,157,644	129,318	316,283	.....	116,963	4,625	26,271	70,556
June	577,419	4,134,200	109,110	817,857	156,816	54,634	.....	162,947	4,301	54,587	357,179
July	593,676	1,438,269	109,903	393,529	27,780	83,238	.....	138,647	1,421	55,171	356,784
August	1,305,112	3,239,424	120,583	716,634	9,32	110,432	.....	213,042	350	57,549	391,640
September	2,256,517	2,050,045	226,465	811,880	9,100	121,142	172,500	262,673	1,270	57,732	330,868
October	1,844,632	1,512,475	398,753	766,158	91,300	172,421	413,912	279,055	4,548	45,433	281,551
November	2,128,325	1,184,709	100,814	418,728	34,223	83,592	268,721	174,517	3,414	37,524	242,115
December	7,780	13,000	5,950	66,824	13,826	1,240	.....	34,010	675	23,697	16,084
By River Boats during Season	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,036	65,318
Total	10,966,788	19,460,310	1,843,539	7,269,867	467,308	1,073,642	855,133	1,516,237	27,036	417,247	2,118,877

EXPORTS OF GRAIN, FLOUR MEAL, BUTTER AND CHEESE FROM MONTREAL MONTHLY DURING 1898.

1898.	Wheat Bush.	Corn Bush.	Peas Bush.	Oats Bush.	Barley Bush.	Rye Bush.	Flaxseed Bush.	Flour Brls.	Meal Brls.	Butter Pkgs.	Cheese Boxes.
May	1,140,52	4,031,189	250,554	1,643,420	132,791	405,358	.....	65,181	6,371	9,691	60,064
June	944,220	3,663,244	129,356	849,838	102,914	97,095	.....	125,954	5,370	27,885	218,747
July	393,191	3,733,270	207,077	670,789	67,671	32,496	.....	81,941	5,289	21,204	302,946
August	1,097,261	3,050,180	307,530	1,333,758	22,978	85,779	.....	179,981	3,637	29,763	390,759
September	1,464,536	2,148,528	168,556	611,672	.....	150,341	.....	96,903	2,125	64,220	340,389
October	2,131,342	1,062,870	290,701	818,386	.....	91,847	293,275	128,026	6,836	81,583	267,974
November	1,798,367	1,495,018	294,661	853,376	1,943	112,104	483,863	179,566	4,633	55,615	255,382
Total	8,989,666	19,214,299	1,638,435	6,781,239	321,297	983,979	777,074	867,558	34,911	293,961	1,836,261

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

YEARS.	FLOUR.		WHEAT.		CORN.		PEAS.		OATS.		BARLEY.	
	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.
1860	577,196	277,567	2,622,602	1,645,209	138,214	24,387	776,129	1,298,845	37,637	206,322	27,483	252
1861	1,095,359	605,042	7,738,084	5,584,727	1,565,477	1,477,114	1,409,879	1,529,136	122,369	1,040,085	132,749	Income
1862	1,174,602	597,477	8,534,172	6,500,796	2,661,261	1,774,646	1,504,679	1,711,192	106,732	2,966,939	326,330	plate.
1863	1,193,286	516,021	7,711,146	5,609,143	862,584	638,281	668,295	745,414	463,972	3,086,635	807,261	709,239
1864	868,795	859,071	2,406,531	1,808,564	138,564	21,974	357,207	490,630	263,616	3,437,810	371,055	854,770
1865	782,216	637,001	2,648,674	787,938	935,421	734,849	436,751	681,910	103,694	3,251,566	817,688	1,010,392
1866	704,376	595,198	773,205	583,278	1,117,208	1,870,223	1,036,315	1,141,733	2,122,395	3,383,536	336,951	427,392
1867	790,311	569,021	2,426,869	1,661,368	1,891,605	684,708	1,302,306	1,761,940	309,268	1,425,950	407,927	901,387
1868	975,295	965,057	7,462,033	5,565,532	1,066,152	682,497	520,395	683,945	215,075	903,924	267,416	451,266
1870	1,061,273	975,515	6,508,310	5,973,048	141,962	108,018	550,984	576,954	84,086	339,738	68,238	163,372
1871	951,760	908,844	8,224,805	6,680,854	317,757	6,043	892,983	1,717,723	172,449	635,830	40,468	250,609
1872	821,973	832,931	4,665,314	3,818,450	7,656,440	2,870,998	292,398	1,906,135	122,946	86,818	83,256	57,691
1873	1,130,666	863,568	9,788,730	7,225,649	3,544,514	3,520,918	652,640	1,175,026	211,684	436,446	129,064	118,982
1874	1,075,353	830,256	7,692,284	6,255,238	2,803,284	2,561,575	1,144,739	1,177,701	163,069	331,439	194,872	153,382
1875	1,023,551	840,699	8,615,238	7,117,159	1,804,010	1,724,220	1,157,040	1,064,665	283,004	291,377	175,632	45,496
1876	916,331	842,885	6,388,130	5,097,694	3,332,031	3,834,002	1,030,043	1,062,731	258,098	343,565	181,935	176,950
1877	823,873	740,247	7,218,092	5,848,363	4,617,015	4,226,296	810,901	1,127,245	3,022,874	4,000,142	270,677	201,796
1878	916,371	716,793	7,160,095	6,802,822	6,117,326	5,694,835	1,611,433	2,229,792	823,075	459,416	1,230,486	1,091,473
1879	771,384	725,109	11,313,634	10,461,221	4,380,291	4,032,307	2,036,379	2,621,792	725,103	957,376	645,485	6,346
1880	735,596	632,801	9,687,124	6,551,622	7,772,549	6,622,161	2,617,566	3,081,674	1,447,813	1,853,829	357,176	293,023
1881	886,006	775,862	7,580,825	6,351,290	3,817,000	3,359,084	2,015,544	2,394,674	1,191,531	1,653,829	357,176	293,023
1882	1,012,706	739,007	6,080,911	5,008,157	706,279	672,850	2,069,007	2,304,674	490,541	1,211,221	284,212	133,824
1883	1,152,759	844,010	8,273,678	6,913,290	4,866,151	4,530,731	1,633,398	1,696,354	926,906	1,555,962	239,180	142,354
1884	1,022,006	776,242	6,080,911	5,008,157	3,817,000	3,359,084	2,015,544	2,394,674	490,541	1,211,221	284,212	133,824
1885	1,152,759	844,010	8,273,678	6,913,290	4,866,151	4,530,731	1,633,398	1,696,354	926,906	1,555,962	239,180	142,354
1886	888,712	792,498	5,666,247	4,221,283	2,419,581	2,378,827	2,471,271	1,943,103	844,108	545,962	247,532	135,451
1887	949,682	936,968	7,445,413	7,035,122	4,838,697	4,545,503	2,642,353	2,562,329	1,580,897	2,938,664	36,327	96,327
1888	933,121	735,628	10,678,714	9,168,893	1,261,921	1,206,678	2,642,353	2,800,312	1,469,016	1,555,227	138,622	74,767
1889	968,876	874,695	9,048,809	2,171,534	2,895,924	2,808,276	1,945,196	2,605,758	1,970,464	1,811,150	14,581	14,581
1890	978,843	824,752	4,156,970	2,233,666	6,908,467	6,720,830	1,974,353	1,016,654	1,107,292	514,273	138,622	74,767
1891	1,036,887	795,452	6,389,087	6,230,224	5,302,007	4,970,236	1,974,353	1,016,654	1,107,292	514,273	138,622	74,767
1892	868,868	860,379	2,182,064	1,813,643	1,810,060	2,252,662	2,624,199	2,408,191	924,007	95,700	189,598	94,166
1893	809,597	984,390	7,174,939	6,603,579	2,182,064	1,813,643	2,624,199	2,408,191	924,007	95,700	189,598	94,166
1894	867,571	1,068,985	6,257,087	7,098,157	9,311,755	9,670,774	1,769,962	1,868,337	1,752,626	817,675	1,352,085	107,367
1895	1,513,544	1,646,768	7,103,233	5,511,100	2,185,384	2,063,508	1,731,918	1,805,613	2,637,544	5,082,293	602,333	407,040
1896	1,693,169	1,630,316	4,441,512	6,561,311	1,252,020	1,251,589	1,252,020	1,251,589	1,586,184	137,000	96,748	4,428
1897	1,344,247	1,307,103	9,472,067	7,052,385	6,633,906	6,708,104	2,073,074	1,794,721	4,081,749	2,682,525	278,464	283,046
1898	1,516,237	1,699,145	11,855,611	9,924,029	9,329,226	9,224,361	1,367,007	1,794,721	6,183,690	5,231,903	274,302	201,782
			10,966,798	9,132,171	19,490,310	19,263,825	1,843,569	1,673,327	7,269,867	6,798,817	467,306	343,001

Lowest and highest prices of Flour and Wheat in Montreal during thirty-seven years.

Years.	STRAIGHT ROLLER FLOUR. per barrel of 196 lbs.		NO. 1 HARD MANITOBA WHEAT. per bushel of 60 lbs.		Years.	SPRING EXTRA FLOUR per barrel of 196 lbs.		U. CAN. SPRING WHEAT per bushel of 60 lbs.	
	\$ c.	\$ c.	\$ c.	\$ c.		\$ c.	\$ c.	\$ c.	\$ c.
1898	3 30	to 5 85	0 70	to 1 62	1881	4 95	to 6 65	1 18	to 1 50
1897	3 55	.. 5 00	0 76	.. 1 10	1880	5 05	.. 6 10	1 13	.. 1 40
1896	3 20	.. 4 75	0 64½	.. 1 02	1879	3 90	.. 6 35	0 98	.. 1 43
1895	2 85	.. 5 25	0 69	.. 1 08	1878	3 92½	.. 5 35	0 85	.. 1 25
1894	2 60	.. 3 20	0 60	.. 0 82	1877	5 10	.. 8 50	1 16	.. 1 63½
			U. CAN. SPRING WHEAT.		1876	4 45	.. 5 50	1 03	.. 1 22½
1893	3 00	.. 3 75	No Quotations.		1875	4 10	.. 6 00	1 00	.. 1 36
1892	3 45	.. 4 80	0 70	to 1 03	1874	4 40	.. 5 85	1 00	.. 1 36½
1891	4 50	.. 5 60	0 98	.. 1 06	1873	5 50	.. 6 55	1 24	.. 1 55
1890	4 25	.. 5 20	0 97	.. 1 08	1872	5 65	.. 6 80	1 30	.. 1 55
1889	4 50	.. 5 95	1 12	.. 1 27	1871	4 90	.. 6 60	1 17	.. 1 45
1888	4 00	.. 6 25	0 82	.. 1 26	1870	3 95	.. 6 80	0 90	.. 1 35
	SPRING EXTRA.				1869	4 10	.. 5 50	0 95	.. 1 18
1887	3 40	to 3 65	0 80	.. 0 97	1868	4 80	.. 7 65	1 08	.. 1 75
1886	3 30	.. 3 90	0 79	.. 0 94	1867	6 75	.. 9 45	1 47½	.. 2 00
1885	3 40	.. 4 90	0 83	.. 1 07	1866	5 40	.. 8 25	1 16	.. 1 60
1884	3 35	.. 5 15	0 81	.. 1 20	1865	4 20	.. 6 75	0 96	.. 1 30
1883	4 55	.. 5 35	1 04	.. 1 20	1864	3 75	.. 4 60	0 85	.. 0 98
1882	4 60	.. 6 25	1 04	.. 1 50	1863	3 85	.. 4 57½	0 87	.. 1 00
					1862	4 10	.. 6 10	0 91	.. 1 08

Straight Roller having become the leading grade of Flour, quotations thereof were in 1888 substituted for Spring Extra, and in 1894 quotations of No. 1 Hard Manitoba Wheat were substituted for those of Upper Canada Spring Wheat previously given.

INSPECTION OF GRAIN.

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

	1898.	1897.	1896.	1895.
	Bush.	Bu-h.	Bush.	Bush.
Wheat.....	3,367,500	2,986,200	943,600	114,300
Corn.....	19,665,400	8,430,100	5,703,000	1,667,000
Peas.....	2,382,800	2,748,000	3,257,100	1,141,500
Oats.....	12,744,700	9,413,294	5,187,600	1,285,200
Barley.....	135,100	220,400	242,500	99,600
Rye.....	797,800	1,249,828	252,100	16,200
Buckwheat.....	482,400	754,608	563,000	460,900
Totals.....	39,575,700	25,812,430	16,148,900	4,784,700

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

	1898.	1897.	1896.	1895.
Wheat.....	Bush. 8,945,929	Bush. 10,131,329	Bush. 6,931,419	Bush. 3,755,590
Corn.....	19,692,728	9,383,553	7,005,167	2,676,788
Peas.....	1,627,249	1,834,295	1,824,442	814,434
Oats.....	6,973,616	5,385,213	2,768,697	20,118
Rye.....	998,059	974,058	406,749	16,214
Barley.....	323,708	178,007	354,433	.....
Buckwheat.....	331,604	432,757	196,140	199,258
Flax Seed.....	803,400	152,048	.....	.....
Totals.....	39,696,293	28,471,260	19,487,047	7,482,402

STOCKS OF GRAIN AND FLOUR IN MONTREAL ON THE FIRST SATURDAY OF EACH MONTH FROM 1894 TO 1898 INCLUSIVE.

1894.	JAN.	FEB.	MAR.	APL.	MAY.	JUNE.	JULY.	AUG.	SEPT.	OCT.	NOV.	DEC.
Wheat.. bush.	635,420	637,140	633,320	633,213	624,413	606,152	597,976	587,604	494,714	703,112	695,925	726,233
Corn.... "	1,435	3,845	5,375	3,851	3,048	2,645	400	.....	.....	.....	.....	639
Peas.... "	110,813	150,630	168,567	50,545	171,652	147,757	132,573	86,301	34,621	73,079	60,272	24,816
Oats.... "	139,581	159,904	154,717	259,966	242,003	219,853	196,359	132,080	72,384	41,166	93,246	181,191
Barley.. "	66,344	48,738	46,631	39,941	36,008	20,647	7,949	5,181	1,146	2,443	3,250	7,412
Rye..... "	37,303	88,386	40,335	39,254	38,872	35,007	25,766	12,447	9,988	9,143	1,674	5,918
Flour... brls.	54,151	57,335	66,330	72,273	70,656	54,998	50,955	38,994	37,397	35,600	21,593	22,907
1895.												
Wheat.. bush.	663,814	663,591	616,711	482,932	264,856	244,700	225,214	10,230	115,487	263,145	312,489	246,383
Corn.... "	3,117	1,784	1,869	2,412	7,554	27,130	5,750	2,760	.....	2,518	.....	10,063
Peas.... "	64,772	79,970	91,832	104,623	116,270	160,305	124,313	32,998	1,709	33,505	60,138	2,374
Oats.... "	212,024	199,722	170,247	199,016	157,879	95,296	207,172	166,135	100,771	78,462	31,672	51,582
Barley.. "	19,930	1,824	8,599	1,433	.....	450	627	.....	.....	621	11,856	10,437
Rye..... "	5,529	5,329	5,424	5,076	4,860	4,533	4,338	4,338	4,033	2,851	2,851	2,851
Flour... brls.	28,553	25,749	19,816	19,380	22,699	18,295	26,343	29,368	26,649	22,582	22,250	22,792
1896.												
Wheat.. bush.	249,801	271,676	829,034	902,121	844,235	357,504	394,650	275,450	284,374	457,012	542,372	447,377
Corn.... "	7,874	6,939	27,070	73,330	76,721	43,374	50,040	35,621	58,634	26,406	49,978	35,327
Peas.... "	2,910	4,443	6,362	11,403	22,253	61,003	77,329	78,250	93,488	225,904	318,581	107,076
Oats.... "	199,842	181,837	262,628	397,341	432,385	354,113	300,020	286,270	211,442	220,981	513,219	91,261
Barley.. "	33,899	46,709	52,607	60,693	64,235	62,696	36,822	44,436	25,549	25,540	63,594	33,094
Rye..... "	3,422	3,492	3,492	6,484	6,484	6,484	6,484	6,484	6,484	.....	13,723	20,910
Flour... brls.	27,312	32,352	28,552	32,498	37,209	35,171	37,550	34,745	31,334	27,650	41,231	38,540
1897.												
Wheat.. bush.	447,111	446,372	458,537	503,868	605,059	353,247	235,599	233,385	225,886	301,045	404,346	87,363
Corn.... "	35,008	23,913	22,626	20,829	20,306	14,895	17,945	78,248	38,586	41,447	58,037	84,556
Peas.... "	135,676	143,142	178,714	207,664	262,818	258,402	131,963	101,780	84,433	53,177	124,918	112,949
Oats.... "	148,500	237,589	486,819	804,711	879,541	572,949	474,584	483,458	508,787	150,563	425,918	264,227
Barley.. "	40,697	41,861	49,887	41,710	56,131	40,448	42,970	35,495	31,681	23,051	26,620	28,486
Rye..... "	44,354	51,341	58,166	73,626	78,625	34,288	30,704	27,662	12,449	44,433	90,105	31,355
Flour... brls.	42,947	62,245	51,931	40,520	31,516	29,008	19,302	18,405	13,379	13,303	15,131	11,662
1898.												
Wheat.. bush.	105,968	94,415	110,346	93,884	206,484	424,333	114,558	53,874	34,964	80,124	173,820	47,511
Corn.... "	63,721	60,499	45,361	57,865	121,873	151,726	264,660	70,205	29,799	14,892	11,816	32,771
Peas.... "	138,784	118,331	94,546	143,088	195,832	282,685	297,474	180,514	29,242	72,451	91,805	17,757
Oats.... "	515,370	677,165	783,664	1,053,509	1,057,347	1,047,426	1,118,242	812,548	278,349	332,103	387,763	76,966
Barley.. "	26,577	40,361	36,201	40,365	44,295	31,296	30,342	25,749	5,910	7,771	7,772	19,366
Rye..... "	49,817	47,796	36,024	44,335	71,666	85,671	13,151	16,621	11,318	12,795	28,379	1,654
Flour... brls.	19,480	15,961	17,792	21,331	16,847	18,837	15,760	16,286	18,961	12,718	9,373	9,839

In Memoriam.

*List of Members of the Montreal
Board of Trade who died
during 1898.*

S. C. STEVENSON	- -	Died Jan. 2, 1898
ROBT. EVANS	- -	Died Feb. 28, 1898
A. T. WILEY	- -	Died Mar. 11, 1898
R. R. GRINDLEY	- -	Died May 13, 1898
CHAS. G. HOPE	- -	Died May 15, 1898
W. W. LOCKERBY	- -	Died May 27, 1898
D. H. HENDERSON	- -	Died July 12, 1898
GILMAN CHENEY	- -	Died Sept. 13, 1898
J. H. STEWART	- -	Died Oct. 17, 1898
C. C. CLAGGETT	- -	Died Nov. 2, 1898
C. T. VIAU	- -	Died Dec. 10, 1898
J. PHILIP SCOTT	- -	Died Dec. 19, 1898

MONTREAL BOARD OF TRADE

OFFICE-BEARERS AND MEMBERS FOR 1898.

PRESIDENT : JAMES CRATHERN.

1st VICE-PRES. : CHAS. F. SMITH.

2nd VICE-PRES. : ROBERT MACKAY.

TREASURER : HENRY MILES.

COUNCIL.

E. L. BOND.

A. J. BRICE.

F. W. EVANS.

THOS. HARLING

H. LAPORTE.

JOHN MACFARLANE.

vice

W. B. MATHEWSON (resigned 27th April).

THOS. McDOUGALL.

WM. McMASTER.

ROBERT PEDDIE.

JAS. W. PYKE.

A. W. STEVENSON.

DAVID WATSON.

BOARD OF ARBITRATION.

ROBT. ARCHER.

ROBT. BICKERDIKE.

A. F. GAULT.

E. B. GREENSHIELDS.

EDGAR JUDGE.

DAVID McFARLANE.

JNO. McKERGOW.

W. W. OGILVIE.

DAVID ROBERTSON.

Hon. A. A. THIBAudeau.

ADAM G. THOMSON.

JOHN TORRANCE.

SECRETARY : GEO. HADRILL.

ASSISTANT-SECRETARY : J. STANLEY COOK.

LIST OF MEMBERS.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Adams, R. C.	The Midway Co. Ltd.	Insurance	41 St. Francois Xavier street.
Aird, Wm. D.		Confectioners	33 St. Nicholas street.
Alexander, Chas.	Chas. Alexander & Sons	Butter, Cheese and Grain.	219 St. James street.
Alexander, Jas.			600 St. Paul street.
Allan, Andrew	H. & A. Allan	S.S. Agents	55 Common street.
Allan, Andrew A.	H. & A. Allan	S.S. Agents	55 Common street.
Allan, Bryce J.	H. & A. Allan	S.S. Agents	Boston, Mass.
Allan, Hugh A.	H. & A. Allan	S.S. Agents	55 Common street.
Allan, H. Montagu.	H. & A. Allan	Produce	55 Common street.
Allan, R. A. S.	Robt. Allan & Co	Agent, Armour & Co, Chicago	1 Place Royale.
Allen, James		Dyers	221 McGill street.
Allen, Jos.	British American Dyeing Co.		Y. M. C. A. Building.
Ames, Herbert B.		Asbestos Manufacturers	44 Foundling street.
Anderson, D.	Wm. Sclater & Co. Ltd.	Manager	112 Board of Trade Building
Anderson, J. W.	J. Burstall & Co.		1709 Notre Dame street.
Angus, R. B.			759 Craig street.
Angus, Wm.	The Auld Mucilage Co.		P. O. Box 25.
Archer, Robt.		Manager	180 St. James street.
Ault, Chas.	North Am. Life Association	Butter & Cheese	576 St. Paul street.
Ayer, A. A.	A. A. Ayer & Co	Butter & Cheese	576 St. Paul street.
Ayer, A. J.	A. A. Ayer & Co.		
Bacon, F.	Bacon Bros	Manufacturers' Agents.	377 St. Paul street.
Bacon, Thos. P.	Bacon Bros.	Manufacturers' Agents.	377 St. Paul street.
Badenach, Thos.	J. Rattray & Co	Cigar manufacturers	84 St. Peter street.
Badgley, John C.		Coal Merchants	1761 Notre Dame street.
Baile, Andrew		Coal Merchant.	69 McGill street.
Bailey, James	Thomson S.S. Line.	Manager.	23 St. Sacrament street.
Baillie, Jno.	Dominion Oil Cloth Co.	Oil Cloth manufacturers	858 St. Catherine street.
Baird, C. J.	Crane & Baird	Grain Shippers	54 St. Francois Xavier street.

Baird, John	Jno. Baird & Co	Fish and Fish Oil	43 St. Francois Xavier street.
Baird, Thos		General Merchant	Ormstown, Que.
Baker, Joel C		Manager	43 St. Sacrament street.
Balfour, Geo. H	Union Bank of Canada	Secretary	1766 Notre Dame street.
Balfour, J. Hutton	Standard Life Ins. Co	Manager	157 St. James street.
Barbean, Hy	City & District Savings Bank		176 St. James street.
Barker, S		Manufacturers' Agents	4209 Western avenue.
Barnard, H. A	Barnard & Holland	Fruits	329 Board of Trade Building.
Barry, Rich	John Barry & Son	Wine Merchants	Bonsecours Market.
Batterbury, F. R.	Batterbury & Jackson	Accountant	219 Board of Trade Building.
Battersby, D		VICE-PRESIDENT	178 St. James street.
Baumgarten, A	St. Lawrence Sugar Refining Co.	Cotton and Threads	26 St. Sacrament street.
Beattie, Jno	The Central Agency	Butter and Cheese	204 St. James street.
Beaubien, L. de G	Canadian Produce Co.	Produce	12 DeBrosles street.
Beaugrand, H		Commission	Ville St. Louis.
Pedard, N. F	Bell, Simpson & Co	Manufacturers' Agent	49 Church street.
Bell, Joshua A	Andrews, Bell & Co	Importers	32 Foundling street.
Bellingham, Wm.		Wholesale Dry Goods	472 St. Paul street.
Benjamin, F. P.	With Gault Bros. Co. Ltd	Merchants	30 Hospital street.
Benson, George F	W. T. Benson & Co	Printers	15 Mill street.
Bentham, Wm.	C. D. Proctor & Co	Grain Merchants	21 St. Helen street.
Bergevin, Daniel	D. Bentley & Co	General Manager	31 Common street.
Bessette, D. Z	Representing Brosseau & Co	Manager	34 Lemoine street.
Bickerdike, R.	Mutual Reserve Fund Life Ass.	Wholesale Grocers	1746 Notre Dame street.
Bienvenu Tancrede	Banque Jacques Cartier	Commission	81 Union avenue.
Billingsley, Fred	J. Bursfall & Co	Manufacturers' Agents	12 Place d'Armes square.
Binks, C. H	C. H. Binks & Co	President	"B" Board of Trade Building.
Birks, Arthur	Birks, Corner & Co	Wholesale Clothng.	Place d'Armes square.
Birss, J. H.		Importers of Dry Goods	Quebec, Que.
Black, Lewis S	Stevenson, Blackader & Co.	Wholesale Grocers	3 St. Peter street.
Blackwell, C. H	Canada Switch & Spring Co. Ltd	Commission	18 St. Sacrament street.
Blaklock, W. M	Blaklock Bros	Manufacturers' Agents	Westmount.
Blue, Walter	Walter Blue & Co	President	22 St. John street.
Boas, E. A.	B. A. Boas & Co.	Warehousemen, Brokers, &c.	87 St. Peter street.
Boas, Feodor		Wholesale Clothng.	Canal Bank.
Rogert, C. A.	Dominion Bank	Importers of Dry Goods	18 Common street.
Boivin, Leonard I.	Boivin, Wilson & Co	Manager	Sherbrooke, Que.
Bolton, Richard	Montreal Loan & Mortgage Co.	Importers	85 St. Francois Xavier street.
Bond, Ed. L.		President	St. Hyacinthe, Que.
		Insurance Agent	1720 Notre Dame street.
			338 St. Paul street.
			1763 Notre Dame street.
			30 St. Francois Xavier street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Booth, W.....	With J. & T. Bell.....	Manufacturers of Boots and Shoes.....	178 Inspector street.
Botterell, E. H.....	John Henderson & Co.....	Furriers.....	229 St. James street.
Boyd, W. E.....	Care Andrews, Bell & Co.....	Secretary.....	33 St. Nicholas street.
Bragg, Harry.....	Canada Jute Co.....	President.....	30 Hospital street.
Braidwood, Francis.....	Hamilton Powder Co.....	Gents Furnishings.....	17 St. Martin street.
Brainerd, Thos. C.....	Glover & Brails.....	Wholesale Grocers.....	103 St. Francois Xavier street.
Brais, L. A.....	Hudon, Hebert & Co.....	Lumber.....	184 McGill street.
Braut, L.....	W. & J. Sharples.....	Butter and Cheese.....	22 DeBrosles street.
Brennan, W. J.....	J. G. Brock & Co.....	Butter and Cheese.....	8 Place Royale.
Brice, E. A.....	Brodie & Harvie.....	S.S. Agents.....	12 St. Peter street.
Brice, A. J.....	Brophy, Cains & Co.....	Flour Merchants.....	12 St. Peter street.
Brock, Jeffrey G.....	Brophy, Cains & Co.....	Wholesale Dry Goods.....	211 Commissioners street.
Brodie, H.....	Brophy, Cains & Co.....	Wholesale Dry Goods.....	10 and 12 Bleury street.
Brophy, Jas.....	Brophy, Cains & Co.....	Wholesale Grocer.....	23 St. Helen street.
Brophy, Thos.....	Eagle Foundry.....	Agent McClary Manufacturing Co.....	1436 Notre Dame street.
Brosseau, D. C.....	F. G. Logan & Co.....	Insurance.....	93 St. Peter street.
Brown, Andrew A.....	Canadian Pacific Railway Co.....	Founder.....	10 Bell Telephone Bldg.
Brown, Thos. B.....	John A. Bulmer & Co.....	General Freight Agent.....	178 St. James street.
Brown, W. Godbee.....	British American Bank Note Co.....	Lumber.....	34 King street.
Brush, Geo. S.....	British American Bank Note Co.....	Secretary.....	Chicago, Ill.
Bryan, B. B.....	With E. L. Bond.....	President.....	1090 Dorchester street.
Budden, H. A.....	Buzzell Bros.....	Insurance Agent.....	Windsor street Station.
Bulling, W. B.....	Munderloh & Co.....	Commission.....	52 Mackay street.
Bulmer, H.....	Leonard Bros.....	Fish.....	571 Dorchester street.
Bulmer, Jno. A.....	S. Greenshields, Son & Co.....	Wholesale Dry Goods.....	7 Bleury street.
Burland, Jeffrey H.....	D. Campbell & Son.....	Warehousemen.....	7 Bleury street.
Burland, Geo. B.....	D. Campbell & Son.....	Warehousemen.....	7 Bleury street.
Burnett, W. A. W.....	D. Campbell & Son.....	Warehousemen.....	30 St. Francois Xavier street.
Buzzell, Enoch.....	Byrne, D. J.....	Commission.....	Cowansville, Que.
Byrd, Chas.....	S. Greenshields, Son & Co.....	Wholesale Dry Goods.....	61 St. Sulpice street.
Byrne, D. J.....	D. Campbell & Son.....	Warehousemen.....	24 Foundling street.
Cairns, Geo. L.....	S. Greenshields, Son & Co.....	Wholesale Dry Goods.....	2 St. Helen street.
Cairns, W.....	D. Campbell & Son.....	Warehousemen.....	18 St. Alexis street.
Campbell, David, sr.....	D. Campbell & Son.....	Warehousemen.....	46 Dalhousie street.
Campbell, David, jr.....	D. Campbell & Son.....	Warehousemen.....	46 Dalhousie street.

Campbell, David W.....	Canada Shipping Co.....	S.S. Agents.....	18 Hospital street.
Campbell, Geo. A.....	.....	.....	P. O. Box 188 City.
Campbell, Jas. B.....	.....	Insurance.....	20 McTAVISH street.
Campbell Stewart.....	with E. L. Bond.....	Produce Merchants.....	30 St. Francois Xavier street.
Campbell, W. M.....	W. M. Campbell & Co.....	City Weigher and Measurer.....	20 Foundling street.
Cameron, Duncan.....	.....	.....	27 St. Sacrament street.
Can. Ad. Ry., per M. A. Overend.....	.....	.....	.....
Can. Bank of Commerce.....	.....	.....	115 Board of Trade Building.
Can. For. & Export Co.....	.....	Forwarders.....	Cor. St. James & St. Peter streets
Can. Pac. Ry., City Frt. Office, S. P. Howard.....	.....	.....	405 Board of Trade Building.
Do, Foreign Frt. Office, J. J. Corbett.....	.....	.....	21 Board of Trade Building.
Cantlie, Geo. S.....	Canadian Pacific Railway.....	.....	24 Board of Trade Building.
Cantlie, Jas. A.....	Jas A. Cantlie & Co.....	.....	Windsor street Station.
Cantlie, Jas. A., jr.....	With Lake of the Woods M'lg Co.....	Canadian Woollens and Cottons.....	431 Board of Trade Building.
Carnegie, Jas. H.....	Jas. James Johnston & Co.....	Wholesale Dry Goods.....	27 Board of Trade Building.
Carruthers, Jas.....	Jas. Carruthers & Co.....	Grain Exporters.....	26 St. Helen street.
Carsley, W. F.....	Carsley, Sons & Co.....	Dry Goods.....	218 Board of Trade Building.
Carsley, S.....	Carsley, Sons & Co.....	Dry Goods.....	113 St. Peter street.
Carter, Stewart J.....	Carter, Galbraith & Co.....	Wholesale Grocers.....	82 St. Peter street.
Casey, Felix.....	.....	.....	26 Hutchison street.
Cassils, Chas.....	Shaw, Cassils & Co.....	Leather.....	1760 Notre Dame street.
Cassils, John.....	.....	.....	1798 Notre Dame street.
Caverhill, John S.....	Caverhill, Learmont & Co.....	Wholesale Hardware.....	1760 Notre Dame street.
Caverhill, Frank.....	Caverhill Learmont & Co.....	Wholesale Hardware.....	89 St. Peter street.
Caverhill, G.....	.....	.....	89 St. Peter street.
Caverhill, John L.....	.....	Coal.....	12 Bishop street.
Cayford, Jas. H.....	Evans Bros.....	.....	267 St. James street.
Central Vermont Ry.....	.....	Flour.....	116 Board of Trade Building.
Chabot, J. N.....	D. Robertson & Co.....	General Manager.....	71 St. Peter street.
Chamberlin E. J.....	Canada Atlantic Ry.....	.....	Ottawa, Ont.
Chaplin, Alfred.....	Chaplin Bros. & Co.....	Manufacturer Safes.....	22 St. John street.
Chapleau, Godfroi.....	.....	Wholesale Grocers.....	414 St. Lawrence street.
Chaput, Chas.....	L. Chaput, Fils & Cie.....	Importer.....	2 DeBreselles street.
Childs, Geo. A.....	.....	.....	526 Board of Trade Building.
Chisholm, C. J.....	.....	.....	11 Hospital street.
Chouillon, C. A.....	C. A. Chouillon & Co.....	Lumber Merchants.....	487 St. Paul street.
Christensen N.....	Dobell, Beckett & Co.....	Manager.....	1 Custom House square.
Christmas, F. H.....	Etna Life Insurance Co.....	Railway Supplies.....	126 St. James street.
Claggett, C. C.....	C. C. Claggett & Co.....	Malt, Barley & Hops.....	185 St. James street.
Clark, Esmond L.....	30 St. Francois Xavier street.

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LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Cleghorn, Hy	Evans Bros	Coal Merchants	267 St. James street.
Cleghorn, J. P.	J. G. Mackenzie & Co	Wholesale Dry Goods	381 St. Paul street.
Cleddinneng, Wm	Wm. Cleddinneng & Son	Iron Founders	489 St. Antoine street.
Clift, R. S.	Robt. Hampson & Son	Insurance	524 Craig street.
Clouston, E. S.	Bank of Montreal	Manager	39 St. Sacrament street.
Cochrane, Jas	Jas. Cochrane & Co		109 St. James street.
Cochrane, Hon. M. H.			8 Place D'Armes.
Coghlin, B. J.		Wholesale Hardware	Hillhurst, Que.
Conroy, Thomas		Trader	432 St. Paul street.
Cook A. E.	Elder, Dempster & Co.	S.S. Agents	165 Dalhousie street.
Cookson, S.	Kirkpatrick & Cookson	Commission	219 Commissioners street.
Coon, H. J.	Bartlett-Frazier Co., Ltd.	Grain Exporters	22 William street.
Cooper, Jas		Railway supplies	39 St. Sacrament street.
Copland, E. H.	Copland & Co.	Importers	299 St. James street.
Coristine, Jas	Jas. Coristine & Co	Furs	230 St. James street.
Cornelle, Chas. C.	McArthur, Cornelle & Co	Paints, Oils, &c.	473 St. Paul street.
Costigan, John	John Costigan & Co.	Wood and Coal	312 St. Paul street.
Costigan, Rich	John Costigan & Co.	Wood and Coal	210 Notre Dame street.
Coughlin, C		Live Stock Agent	210 Notre Dame street.
Cowans, R.	John McDougall & Co.	Mfrs of Engines and Car Wheels	"E", Board of Trade Building.
Cowen, Amos		Buil.	574 William street.
Cox, Robt. M.	R. Cox & Co.	Agents of Can. Woollens	209 Commissioners street.
Coyle, E. J.	Millichamp, Coyle & Co.	Flour and Grain	240 McGill street.
Craig, E. F.		Cattle Exporter	507 Board of Trade Building.
Craig, W. W.		Grain Shippers	"F", Board of Trade Building.
Crane, T. A.	Crane & Baird	Wholesale Hardware	54 St. Francois Xavier street.
Crathern, Jas.	Crathern & Caverhill		12 Bell Telephone Building.
Crawford, David		Chartered Accountant	69 McGill College avenue.
Crawford, Jno			P. O. Box 194
Creak, Geo.	Deputy Port Warden		Toronto Bank Chambers.
Crichton, Capt. Alex. T.	James Carruthers & Co.	Grain	199 Commissioners street.
Crofts, H. W.	Canadian Bank of Commerce	Manager	218 Board of Trade Building.
Crombie, A. M.	Dominion Type Founding Co.	Manufacturers of Type	189 St. James street.
Crossby, Peter	James Hutton & Co	Wholesale Hardware	780 Craig street.
Crowdy, Geo. J.	John Crowe & Co.	Hay Exporters	15 St. Helen street.
Crowe, John			Board of Trade Building.

Cumming, A. C.....	Jas. Johnston & Co.....	Wholesale Dry Goods	26 St. Helen street.
Cummings, W. T.....	Peck, Benny & Co.....	Manufacturers.....	320 Board of Trade Building.
Cundill, Francis.....	Frs. Cundill & Co.....	Tea Agents.....	211 Board of Trade Building.
Cunningham, Chas. H..	.....	Shipping Master.....	30 Hospital street.
Cunningham, Wm.....	.....	Importers.....	"D" Board of Trade Building.
Currie, F. P.....	W. & F. P. Currie & Co.....	Flour, Feed and Produce	134 McGill street.
Currie, Jas.....	Bruneau, Currie & Co.....	Importers.....	10 Foundling street.
Currie, Wm.....	W. & F. P. Currie & Co.....	President.....	134 McGill street.
Cushing, Thos.....	Montreal Brewing Co. Ltd.....	Wholesale Grocers	1334 Notre Dame street.
Cusson, Alexis.....	A. Cusson & Fils.....	.....	210 St. Paul street.
Cuttie, Jas. A.....	Montreal Transportation Co.....	.....	14 Place Royal.
Dalrymple, Jas.....	.....	Produce Merchant.....	594 St. Paul street.
Dartnall, Ed. F.....	.....	Manufacturers' Agent.....	180 St. James street.
Davidson, Jas.....	The Thos. Davidson M ^{fg} Co.....	Manufacturers of Tinware.....	187 Delisle street.
Davidson, Thos.....	North Brit. & Mercantile Ins. Co.....	Managing Director	78 St. Francois Xavier street.
Davidson, T. Chas.....	The Thos. Davidson M ^{fg} Co.....	Vice President.....	474 St. Paul street.
Davidson, Wm.....	Marlatt & Armstrong	Leather Merchants	12 St. Helen street.
Davis, A.....	.....	Consulting Engineer.....	204 St. James street.
Davis, Maurice E.....	S. Davis & Sons.....	Customs Broker.....	1 Port street.
Davis, Mortimer E.....	S. Davis & Sons.....	Cigar Manufacturers	Victoria Square.
Davis, M. H.....	S. Davis & Sons.....	Cigar Manufacturers	Victoria Square.
Dawes, J. P.....	Dawes & Co.....	Cigar Manufacturers	Victoria Square.
Dawson, Chas. F.....	.....	Brewers.....	591 St. James street.
Dawson, Wm. V.....	.....	Stationer.....	226 St. James street.
DeCourtenay, H. W.....	Jas. Hutton & Co.....	Wholesale Stationer	16 De Bresoles street.
Delorme, C. E.....	Delorme Brothers	Wholesale Hardware	15 St. Helen street.
Delorme, Gustave.....	Delorme Brothers	Manufacturers' Agents	15 De Bresoles street.
Desbarats, E.....	.....	Manufacturers' Agents	15 De Bresoles street.
Desjardins, Hon. A.....	.....	General Manager.....	73 St. James street.
DeSols, C. I.....	Belgian Syndicate.....	.....	9 Place d'Armes.
Dillon, John.....	.....	Chemicals.....	180 St. James street.
Dillon, J. St. G.....	Bellhouse, Dillon & Co.....	Importers.....	128 Mackay street.
Dobell, Hy.....	Hy. Dobell & Co.....	Lumber Merchants	30 St. Francois Xavier street.
Dobell, W. M.....	Dobell, Beckett & Co.....	Dry Goods and Commission M ^{ts}	1 Place Royale.
Donnelly, John T.....	John T. Donnelly & Co.....	Manufacturers' Agent.....	20 Lemoine street.
Dougall, C. H.....	.....	Manufacturers' Agents.....	44 St. John street.
Dougall, Jas. S. N.....	McCaskill, Dougall & Co.....	Printers.....	30 St. John street.
Dougall, J. R.....	John Dougall & Son.....	Wholesale Clothing.....	672 Craig street.
Doall, Wm.....	Doall & Gibson.....	.....	138 McGill street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Dowker, L. R.	Dowker, McIntosh & Co.	Wholesale Leather	70 St. Peter street.
Drake, Walter	Canada Sugar Refining Co.	President	61 St. Gabriel street.
Drummond, Hon. G. A.	Drummond, McCall & Co.	Iron Merchants	39 St. Francois Xavier street.
Drummond, Geo. E.	Cumberland R'lyway & Coal Co.	Secretary-Treasurer	Canada Life Building.
Drummond, H. R.	Canada Sugar Refining Co.	Iron Merchants	107 St. James street.
Drummond, M.	Drummond, McCall & Co.	Iron Merchants	39 St. Francois Xavier street.
Drummond, Thos. J.	The W. Drysdale Co. Ltd.	Publ's'gs, &c	Canada Life Building.
Drysdale, Wm.	Duchesneau, Duchesneau & Cie.	Dry Goods	232 St. James street.
Ducharme, G. N.	Duckett, Hodge & Co.	Exporters of Butter and Cheese	282 Richelieu street.
Duchesneau, Jos.	O. Dufresne, jr., & Frère	Accountant	293 St. Paul street.
Duckett, Frank	O. Dufresne, jr., & Frère	Coffee and Spice Merchant	55 William street.
Duff, J. M. M.	O. Dufresne, jr., & Frère	Lumber Merchants	Room 52 Imperial Building.
Duffy, J. J.	Architect	Stock Broker	375 St. Paul street.
Dufresne, C. A.	Inspector		2388 Notre Dame street.
Dunlop, A. F.	Montreal Weaving Co.		Temple Building.
Dunlop, Graham C.			6 St. Sacrament street.
Dupuis, J. O.			3 St. Sacrament street.
Durnford, A. D.			Molsons Bank.
Duverger, Henri			595 Clark avenue, Ville St. Louis.
Eaves Alfred.		Jeweller	1679 Notre Dame street.
Ecroyd, Thomas		Tanner	503 St. Paul street.
Ekers, H. A.		Brewer	409 St. Lawrence street.
Entrevan, Eugène.		Grain Shipper	101 Roy street.
Esdaile, C. B.	Wright & Esdaile.	Grain and Freight Brokers	318 Board of Trade Building.
Esplin, George	G. & J. Esplin.	Lumber	126 Duke street.
Evans, Alf. B.	Evans & Sons, Ltd.	Wholesale Druggists	39-45 St. Jean-Baptiste street.
Evans, F. W.	Wood & Evans	Insurance	267 St. James street.
Evans W. Herbert.	Evans Bros.	Coal Merchants	267 St James street
Ewing, A. S.	S. H. & A. S. Ewing	Coffee and Spices	55 Cote street.
Ewing, S. H.	S. H. Ewing & Sons	Coffee and Spices	27 St. Sacrament street.
Ewing, S. W.	S. H. Ewing & Sons	Coffee and Spices	27 St. Sacrament street.
Ewing, Wm.	Wm. Ewing & Co.	Seed Merchants	142 McGill street.

Farquharson, John	The Montreal Biscuit Co.....	Biscuit Manufacturers	84 McGill street.
Farrell, M. J.....	.....	Cheese Merchant	314 Board of Trade Building.
Farrall, William.....	.....	Wines and Spirits	420 St. Paul street.
Fautaux, G.....	.....	Insurance Broker	76 St. Francois Xavier street.
Fetherstonbaugh, E.C.B.....	S. Greenshields, Son & Co.....	Wholesale Dry Goods	2 Lemoine street.
Fetherstonbaugh, E. J.....	E. Fetherstonbaugh & Co.....	Patent Solicitors.....	Canada Life Building
Ferguson, D.....	J. S. & D. Ferguson.....	Commission Agents.....	13 Hospital street.
Ferguson, John S.....	J. S. & D. Ferguson.....	Commission Agents.....	13 Hospital street.
Ferguson W. B.....	A. G. McBean & Co.....	Grain	13 Hospital street.
Ferus, P. W.....	Peter Ferns & Son.....	Stevadores	509 Board of Trade Building.
Foley, M. S.....	"The Journal of Commerce".....	Printer and Pablisber.....	423 St. Denis street.
Forde, Thos.....	.....	Builder.....	171 St. James street.
Forge, L. J.....	L. J. Forget & Co.....	Stock Brokers.....	277 Bleury street.
Forget, R.....	L. J. Forget & Co.....	Stock Brokers.....	1715 Notre Dame street.
Forman, Jno.....	.....	.....	1715 Notre Dame street.
Fortier, J. M.....	.....	Cigar Manufacturer.....	644 Craig street.
Foster, F. S.....	Watson, Foster & Co.....	Manufacturers of Wall Paper.....	149 St. Maurice street.
Fowler Fred.....	.....	Produce Exporter.....	Ontario street.
Fraser, A. D.....	Fraser, Viger & Co.....	Grocers and Wine Merchants.....	604 St. Paul street.
Fraser, D. Torrance.....	.....	Accountant.....	209 St. James street.
Fraser, Donald.....	.....	Commission.....	504 Board of Trade Building.
Fraser, George B.....	S. Greenshields, Son & Co.....	Wholesale Dry Goods.....	423 Board of Trade Building.
Fraser, John.....	Johanson Line.....	Manufacturers' Agent	2 Lemoine street.
Fraser, N. J.....	.....	Manager	43 St. Sacrament street.
Freeman, Major.....	.....	Produce Exporter.....	Board of Trade Building.
Freemcke, A. C. H.....	.....	Scales.....	143 Metcalfe street.
Fyte, James.....	.....	.....	36 St. Peter street.
		.....	496 St. Paul street.
Gagnon, A. E.....	With W. W. Ogilvie.....	Miller	Cor. Port and Foundling streets.
Gaidner, R. H.....	.....	.....	47 St. John street.
Galbraith, Wm.....	Carter, Galbraith & Co.....	Wholesale Grocers.....	82 St. Peter street.
Galibert, Emile.....	Calixte Galibert & Son.....	Hides and Wools.....	929 St. Catherine street.
Gardner, Jas.....	Hodgson, Sumner & Co.....	Wholesale Dry Goods.....	347 St. Paul street.
Gardner, R.....	R. Gardner & Son.....	Novelty Iron Works.....	40 Nazareth street.
Gardner, W. S.....	Machinery Supply Association.....	Manager.....	401 Board of Trade Building.
Gardth, Charles.....	.....	Manufacturers.....	Windsor Hotel.
Garth, Henry W.....	Garth & Co.....	Manufacturers.....	536 Craig street.
Garth, John H.....	Garth & Co.....	.....	113 Hutchison street.
Gar. at, Robt. A.....	.....	.....	22 Jacques Cartier Square.
Gaucher, G. G.....	.....	.....	.....

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Gault, A. F.	Gault Bros. Co. Ltd.	Wholesale Dry Goods	21 St. Helen street.
Gault, C. E.	Gault Bros. Co. Ltd.	Insurance Broker	17 St. John street.
Gault, Leslie H.	Mark Fisher, Sons & Co.	Wholesale Dry Goods	21 St. Helen street.
Gaunt, R. L.		Woolens, &c.	Cor. Victoria Square and Craig street
"Gazette"			St. Francois Xavier street.
Gear, Wm. I.	R. Reford Co., Ltd.	Steamship Agents	25 St. Sacrament street.
Geoffrion, L. E.	L. Chaput, Fils & Cie	Wholesale Grocers	2 De Bresoles street.
Gilbert, P. H.	The Gilbert Blast'g & D'd'g Co.	General Merchants	404 Board of Trade Building.
Gillespies, J. A.	Gillespies & Co.	Coffee Manufacturers	12 St. Sacrament street.
Gilmour, Daniel	Chase & Sanborn		435 St. Paul street.
Gilmour, W. B.	Gilmour Bros. & Co.		485 St. Paul street.
Girard, Auguste.		Grain Exporter	22 St. John street.
Girard, P. M.	Girard & Labonté.	Commission	14 William street.
Gnaedinger, E. W.	L. Gnaedinger, Son & Co.	Wholesale Hatters and Furriers	94 St. Peter street.
Goode, John B.		Hardware Agent	317 Board of Trade Building.
Goodhugh, W. G.	W. S. Goodhugh & Co.		207 Board of Trade Building.
Goodhugh, W. S.	W. S. Goodhugh & Co.	General Merchants	207 Board of Trade Building.
Gordon, James R.	John Gordon & Son.		17 DeBresoles.
Gordon, L. A.			209 Commissioners street.
Gould, O. M.			140 Laval ave.
Grafton, F. B.	F. E. Grafton & Sons.	Stationers	250 St. James street.
Graham, A. F.		Grocer	2448 St. Catherine street.
Graham, Geo.			2448 St. Catherine street.
Graham, Hugh.	Graham & Co.	Publishers	163 St. James street.
Grand } Riddell, J. M.	Grand Trunk Railway	Local Freight Agent	Chaboillez square.
Trunk } Read, A. F.	Grand Trunk Railway	Foreign Freight Agent	12 Board of Trade Building.
Ry. } Loud, J. W.	Grand Trunk Railway	General Freight Agent	130 St. Etienne street.
	Grand Trunk Railway	Eastern District Freight Agent	12 Board of Trade Building.
Grange, H. P.			Coteau Landing.
Grant, A. W.		Butter and Cheese	37 William street.
Grant, C. H. A.	Montreal Watch Case Co.	Watch Case Manufacturers	12 Street Railway Chambers.
Grant, John G.		Stock Broker and Auditor	22 St. John street.
Gravel, J. O.		Secretary-Treasurer	333 St. Paul street.
Green, F. Hilton	Canadian Rubber Co.	Phosphates	30 St. Francois Xavier street
Greene, E. K., Jr.	Willson & Green	Wholesale Furs	517 St. Paul street.
	Greene, Sons & Co.		

Greene, Geo. A.....	Greene, Sons & Co.....	Wholesale Furs.....	517 St. Paul street.
Greenshields, Edw. B.....	S. Greenshields, Son & Co.....	Wholesale Dry Goods.....	2 Lemoine street.
Grénier, Jacques.....	Jacques Grénier & Co.....	Wholesale Dry Goods.....	292 St. Paul street.
Griffith, John J.....	Millier & Griffith.....	Accountants.....	Sherbrooke, Que.
Gurd, Charles.....	Chas. Gurd & Co.....	Aerated Waters.....	45 Jurors street.
Hadroll, Alf. W.....	Can. Fire Underwriters' Ass'n.	Secretary.....	424 Board of Trade Building.
Hagar, John T.....	J. & T. Bell.....	Boots and Shoes.....	178 Inspector street.
Hague, Geo.....	Merchants Bank of Canada.....	General Manager.....	Cor. St. James and St. Peter streets.
Hains, John McD.....	M. McKenzie & Co.....	Accountant.....	43 St. Sacramento street.
Hamilton, Alex.....	Hy & N. E. Hamilton.....	Dry Goods.....	4 Grey Nun street.
Hamilton, Hy.....	with James McCreedy & Co.....	Boots and Shoes.....	Cor. St. Catherine and Peel streets.
Hammill, Jno.....	Robt. Hampson & Son.....	Insurance.....	10 St. Peter street.
Hampson, Harold.....	Hanna, George H.....	Warehousing.....	39 St. Sacramento street.
Hampson, R.....	Montreal Warehousing Co.....	Produce Merchants.....	39 St. Sacramento street.
Hanna, M.....	M. Hannan & Co.....	Financial Agents.....	234 Wellington street.
Hanson, Edwin.....	Hanson Bros.....	Wire Goods.....	Foundling street.
Hanson, Jos. H.....	Greening Wire Co.....	Financial Agents.....	Canada Life Building.
Hanson, Wm.....	Hanson Bros.....	Financial Agents.....	422 St. Paul street.
Hardisty, Joseph.....	Hudson Bay Co.....	Secretary Sub-Committee.....	Canada Life Building.
Hardisty, Jno. A.....	E. B. Lddy Co., Ltd.....	Manager.....	418 Board of Trade.
Harling, Thos.....	Fred Leyland & Co.....	Shipping.....	P. O. Box 375.
Harper, Jas.....	Witness.....	Manufacturers' Agent.....	309 Board of Trade Building.
Harrower, Robert.....	with E. L. Bond.....	Insurance Broker.....	Cor. Craig and St. Peter streets.
Hart, C. T.....	Hart & Tuckwell.....	Wholesale Fruits.....	136 McGill street.
Hart, Frank J.....	.....	Chemist.....	30 St. François Xavier street.
Harte, James A.....	.....	Coal.....	161 McGill street.
Hart, Geo. F.....	.....	Flour Merchants.....	1780 Notre Dame street.
Harvie, R.....	Brodie & Harvie.....	Manager.....	223 St. James street.
Hastings, W. A.....	Lake of the Woods Milling Co.....	Fish and Canned Goods.....	10-12 Bleury street.
Hatton D.....	D. Hatton & Co.....	General Manager.....	27 Board of Trade Building.
Hays, Charles M.....	Grand Trunk Railway Co.....	Manager.....	18 Bonsecours street.
Heaton E. P.....	Guardian Fire and Life Ass. Co.....	Superintendent of Branches.....	130 St. Etienne street.
Hebden Edward F.....	Merchants Bank of Canada.....	Wholesale Grocers.....	181 St. James street.
Hébert, Albert.....	Hudon, Hébert & Cie.....	Wholesale Grocers.....	205 St. James street.
Hébert, Charles P.....	Hudon, Hébert & Cie.....	Hardware.....	41 St. Sulpice street.
Hébert, L. H.....	.....	.....	41 St. Sulpice street.
.....	.....	.....	297 St. Paul street.

LIST OF MEMBERS - Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Hebert, Zéphirin.....	Hudon, Hébert & Cie.....	Wholesale Grocers.....	41 St. Sulpice street.
Hemsley, R.....	L. H. & O. L. Heneault.....	Jeweller.....	255 St. James street.
Heneault, Louis H.....	R. Henderson & Co.....	.....	36 Napoleon street.
Henderson, R.....	E. N. Hency & Co.....	Dry Goods.....	323 St. James street.
Heny, Edw. N.....	Can. Pacific Railway.....	Wholesale Mfrs. Carriages, etc.....	337 St. Paul street.
Henry, A. C.....	.....	Purchasing Agent.....	Windsor Station.
Henshaw, Fred C.....	.....	Commission.....	34 Street Ry. Chambers.
"Herald".....	.....	.....	34 Street Ry. Chambers.
Hersey, Randolph.....	Pillow, Hersey Mfg. Co., Ltd.....	Mfrs. of Iron Nails, etc.....	141 St. James street.
Hiam Thos.....	R. C. Jamieson & Co.....	Insurance.....	520 Board of Trade Building
Higginson, Alex. T.....	.....	Varnishes, Paints, Oils, etc.....	14 Place d'Armes.
Hill, J. W.....	McIntyre, Son & Co.....	Warehouseman.....	13 St. John street.
Hird, Samuel.....	Bislop & Hunter.....	Wholesale Dry Goods.....	48 William street.
Hislop, D. S.....	Thos. May & Co.....	Produce Commission Merchants.....	Victoria square.
Hocrot, D.....	Duckett, Hodge & Co.....	Produce Merchants.....	235 Commissioners street.
Hodge, Geo.....	Hodgson Bros.....	Produce Merchants.....	240 McGill street.
Hodgson, Arthur J.....	Hodgson Bros.....	Produce Merchants.....	55 William street.
Hodgson, Henry.....	Hodgson, Sumner & Co.....	Produce Merchants.....	67 William street.
Hodgson, Jonathan.....	Hodgson, Sumner & Co.....	Dry Goods, Small wares, etc.....	349 St. Paul street.
Hodgson, Thos. E.....	St. Lawrence Hall.....	Dry Goods, Small wares, etc.....	349 St. Paul street.
Hogan, Henry.....	.....	Proprietor.....	139 St. James street.
Hogk, W. I.....	The Ames, Holden Co., Ltd.....	President.....	395 Notre Dame street.
Holden, J. C.....	Winn & Holland.....	General Merchants.....	43 Victoria square.
Holland, Phillip H.....	Wm. Dow & Co.....	Brewers.....	49 St. François Xavier street.
Hooper, Angus W.....	John Hope & Co.....	Brewers, etc.....	2056 Notre Dame street.
Hooper, Geo. R.....	R. T. Hopper & Co.....	General Merchants.....	2056 Notre Dame street.
Hope, Chas. G.....	Can. Pac. Telegraph Co.....	Asbestos, Phosphates, etc.....	18 St. Alexis street.
Hopper, R. T.....	Bank of Toronto.....	Manager.....	506 Board of Trade Building
Hosmer, C. R.....	Brophy, Cains & Co.....	Wholesale Dry Goods.....	4 Hospital street.
How, Thos. F.....	Hudon, Albert.....	Wholesale Grocers.....	262 St. James street.
Howell, A. W. D.....	F. Hughes & Co.....	Wholesale Grocers.....	23 St. Helen street.
Hudon, Albert.....	Furness-Withy & Co. Ltd.....	Plumbing, etc.....	378 St. Paul street.
Hughes, H. H. F.....	.....	Manager.....	34 St. Peter street.
Hughes, J. W.....	.....	Wholesale Merchant.....	2 St. Antoine street.
Hugill, J. H.....	.....	.....	St. François Xavier street.
Hunsticker, J. E.....	.....	.....	22 Foundling street.

Hurtubise, A. L.	A. L. Hurtubise & Co	Grain, etc	43 Jacques Cartier Square.
Hutchison, Wm.	McKay Milling Co. Ltd.	Millers	Ottawa, Ont.
Hutchins, Wm	McIntosh & Hyde	Accountants	London, Ont.
Hyde, Geo			157 St. James street.
Inglis, James		Merchant	8 Place Royale.
Intercolonial Ry, The			113 Board of Trade Bldding.
Jas. Hardwell			Windsor Hotel.
Irish, D. T.	Gordon & Ironside	Live Stock	322 Board of Trade Building.
Ironside Robert.	With McLean Pub. Co.	Publishers	18 Board of Trade Building.
Irwin Geo. A.	H. R. Ives & Co.	Hardware Mfrs. and Founders	117 Queen street.
Ives, H. R.			
Jamieson, R. C	R. C. Jamieson & Co	Varnishes, Paints, Oils, etc	13 St. John street.
Johnson, Chas. M.	Wells, Richardson Co	Manufacturing Chemists	200 Mountain street.
Johnson, Chas. R. G		Insurance Agent and Broker	Canada Life Building.
Johnson, Wm.		Manager	53 St. Francois Xavier street.
Johnston, H. J.	Confederation Life Association.	Local Director	207 St. James street.
Johnston, H. G	Johnston SS. Line		Board of Trade Building.
Johnston, Wm	Johnston SS. Line		Board of Trade Building.
Johnston W. Stewart.	Wm. Johnston Co. Ltd.	S. S. Agents	Board of Trade Building.
Johnston, James.	James Johnston & Co	Wholesale Dry Goods	26 St. Helen street.
Jonas, Henri	Henri Jonas & Co.	Flavoring Extracts and Grocers.	389 St. Paul street.
Jones J. H.	J. H. Jones & Co.	Importers	198 McGill street.
Joseph, Hy	H. Joseph & Co.	Real Estate Agents	16 St. Sacrament street.
Joseph, Horace	H. Joseph & Co.	Real Estate Agents	16 St. Sacrament street.
Joseph, J. H.		Confectioner	368 Dorchester street.
Joyce, Alfred		Flour and Grain	Phillips square.
Judge, Edgar.			512 Board of Trade Building.
Kavanagh, Walter		Insurance Agent	117 St. Francois Xavier street.
Kennedy, John.	Harbor Commissioners	Civil Engineer	57 Common street.
Kennedy, Murray	McLean, Kennedy & Co.	Steamship Agents	Board of Trade Building.

LIST OF MEMBERS.—Continued

NAME.	FIRM.	BUSINESS.	ADDRESS.
Kennedy, F.....	Bank of Nova Scotia.....	Manager.....	130 St. James street.
Kent, A. L.....	Kent & Turcotte.....	Accountants.....	Banque du Peuple Building.
Kerr, James.....	Kerry, W. S.....	Druggists.....	235 William street.
Killoran, John J.....	Kerry, Watson & Co.....	Druggists.....	351 St. Paul street.
Kilpin, Geo. J.....	Bushnell Co., Ltd.....	Oils.....	136 McCord street.
King, Col. Chas.....	Warden King & Son.....	Manufacturers.....	125 Board of Trade Building.
King, James C.....	Montreal Transportation Co.....	Manufacturers.....	Magog House, Sherbrooke, Que.
Kinghorn, G. M.....	Kingman, & Co.....	Secretary.....	637 Craig street.
Kingman, Abnet.....	Kingman, & Co.....	Secretary.....	14 Place Royale.
Kingston, Fred.....	Kingman, & Co.....	Steamship Agents.....	14 Place Royale.
Kinloch, Wm.....	Kingman, & Co.....	Importer Wines and Spirits.....	25 Hospital street.
Kirkpatrick, J. J.....	Kirkpatrick & Cookson.....	Produce and Com. Merchants.....	160 Metcalfe street.
Kissock, Wm.....	Caverhill & Kissock.....	Importers.....	22 William street.
Knowles, W. M.....	W. M. Knowles & Co.....	Coal Merchants.....	91 St. Peter street.
Knox, James W.....	Lyman, Knox & Co.....	Wholesale Druggists.....	No. 2 Canal Basin.
Kohl, G. A.....	E. & S. H. Thompson & Co.....	Commission.....	374 St. Paul street.
			26 St. Sulpice street.
Labatt, Theo.....	St. Lawrence Sugar Refining Co.....	Vice-President.....	26 St. Sacramento street.
Labbe, George H.....	G. H. Labbe & Co.....	Furniture Mfrs.....	346 Delorimier avenue.
Labelle, Gustave.....	Labelle, Hospice.....	Grain Inspector.....	8 Dorchester street.
Labelle, Hospice.....	Labelle, Hospice.....	Wholesale Grocers.....	223 Commissioners street.
Lacaille, Chas.....	Sincentnes McNaughton Line.....	Forwarders.....	329 St. Paul street.
Lafraimboise, E.....	Laing Packing & Prov. Co.....	Fork and Beef Packers.....	209 Commissioners street.
Lafraimboise, C. Arthur.....	Laing Packing & Prov. Co.....	Pork and Beef Packers.....	22 Victoria square.
Laing, James N.....	Laing Packing & Prov. Co.....	Pork and Beef Packers.....	839 St. Catherine street.
Laing, John D.....	Laing Packing & Prov. Co.....	Pork and Beef Packers.....	839 St. Catherine street.
Laing, Peter.....	Boston & Maine Ry.....	Can. Pass. & Ft. Agent.....	839 St. Catherine street.
Lalonde, Armand.....	Hector Lamontagne & Co.....	Leather.....	124 St. James.
Lamb, Thos.....	The Lang Manufacturing Co.....	Biscuits and Confectionery.....	23 Chabouillez street.
Lamontagne, H.....	Charles Langlois & Cie.....	Produce Merchants.....	304 St. Paul street.
Lang, H. H.....	Z. Lapierre & Fils.....	Boot and Shoe Manufacturers.....	28 St. Monique street.
Langlois, Chas.....	Laporte, Martin & Co.....	Wholesale Grocers.....	241 St. Paul street.
Lapiere, Z.....	Laporte, Martin & Co.....	Wholesale Grocers.....	294 St. Paul street.
Laporte, Hormidas.....	Laporte, Martin & Co.....	Wholesale Grocers.....	72 St. Peter street.

Larivière Fred. C.....	Amiot, Lecours & Larivière.....	Hardware, &c.....	593 St. Lawrence street.
Larmonth Fred. M.....	M. Davis.....	Cashier.....	9 Common street.
Lavers, A. H.....	Etna Life Insurance Co.....	Crockery Importers.....	126 St. James street.
Lavolette, D. F.....	John L. Cassidy Company, Ltd	General Merchants.....	339 St. Paul street.
Law, David, Jr.....	Law, Young & Co.....	General Merchants.....	28 St. John Street.
Law, Jas.....	Law, Young & Co.....	Liquidator.....	28 St. John street.
Law, Robt.....	Greene, Sons & Co.....	Manufacturers.....	521 Board of Trade Building.
Lawrence, W. V.....	Davis & Lawrence Co., Ltd.	Wholesale Hardware.....	356 St. Antoine street.
Learmont, Joseph B.....	Caverhill, Learmont & Co.....	Provisions.....	89 St. Peter street.
Lebel, J. P.....	.....	Ship fitters, etc.....	69 Commissioners street.
Leblanc, Edouard L.....	John Lee & Son.....	Lumber.....	L'Epiphanie, Que.
Lee, John.....	Sun Life Insurance Co.....	Manufacturers' Agents.....	207 Commissioners street.
Leger, O.....	.....	Wholesale Hardware.....	1763 Notre Dame street.
Lemay, E. H.....	.....	Wholesale Hats and Furs.....	107 St. James street.
Lemessurier, W. M.....	A. C. Leslie & Co.....	Wholesale Grocers.....	343 Commissioners street.
Leslie W. S.....	Letourneux, Fils & Co.....	Wholesale Grocers.....	515 Board of Trade Building.
Letourneux, C. H.....	B. Levin & Co.....	Wholesale Grocers.....	259 St. Paul street.
Levin, B.....	Lewis Bros. & Co.....	Wholesale Grocers.....	491 St. Paul street.
Lewis, Fred. O.....	G. Lewis & Co.....	Importers.....	30 St. Sulpice street.
Lewis, G.....	Caledonian Fire Insurance Co.	Manager.....	1886 Notre Dame street.
Lewis, Lansing.....	.....	Coffee and Spice.....	185 St. James street.
Lewis, W. F.....	Acme Coffee & Spice Mills	Wholesale Grocers.....	13 St. John street.
Liffiton, C. A.....	Lightbound, Ralston & Co.	Wholesale Grocers.....	126 Queen street.
Lightbound, Geo.....	London Assurance Co.....	Wholesale Grocers.....	13 St. John street.
Lilly, E. A.....	.....	Wholesale Grocers.....	1762 Notre Dame street.
Little, I. G.....	Robert Linton & Co.....	Wholesale Grocers.....	4193 Boulevard, Westmount.
Little, Wm.....	Lockerty Bros.....	Wholesale Grocers.....	Westmount Avenue.
Linton, R.....	Lockerty Bros.....	Wholesale Grocers.....	New York Life Building.
Lockerty, A. L.....	Henderson & Lovelace.....	Wholesale Grocers.....	Cor. St. Peter and St. Sacrament sts.
Lockerty, D. L.....	John Lovell & Son.....	Wholesale Grocers.....	Cor. St. Peter and St. Sacrament sts.
Lomer, Gerald.....	Loynachan & Scriver.....	Coal.....	43 St. Sacrament street.
Lovelace, E. M.....	Luke Bros.....	Produce.....	30 St. Lambert Hill.
Lovell, R. K.....	Joseph Lintrell & Co.....	Manufacturers' Confectionery, etc.	23 St. Nicholas street.
Loynachan, Donald H.....	Peter Lyall & Sons.....	Contractors.....	321 Commissioners street.
Luke, S. M.....	Lyman, Knox & Co.....	Wholesale Druggists.....	185 St. James street.
Luitrell, Jos.....	Lyman, Knox & Co.....	Wholesale Druggists.....	680 Albert street.
Lyall, Peter.....	Lyman, Sons & Co.....	Wholesale Druggists.....	88 King street.
Lyman, Chas.....	.....	Wholesale Druggists.....	374 St. Paul street.
Lyman, Fred. G.....	.....	Wholesale Druggists.....	374 St. Paul street.
Lyman, Henry H.....	.....	Wholesale Druggists.....	380 St. Paul street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Magor, John	John Magor & Son.	Produce	14 Hospital street.
Magor, John H.	Frank Magor & Co.	Manufacturers' Agents	16 St. John street.
Magor, Wm. A.	John Magor & Son	Produce	14 Hospital street.
Major, E. J.	Major Manufacturing Co.	Manager	34 St. Francois Xavier street.
Malone, J. C.		Hay and Grain	Three Rivers, Que.
Mann, A. D.		Chemist	201 St. Antoine street.
Marceau, E. D.	L. Chaput, Fils & Cie.	Wholesale Grocers	2 De Bresoles street.
Mariotti, C.	Canada Life Assurance Co.	Marble and Granite Works	13 Bearer Hall Hill.
Marling, J. W.		Life Assurance	Cor. St. James and St. Peter streets.
Marsan, Wilfrid		Wholesale Grocers	320 Kensington avenue.
Martin, J. B. A.	Laporte, Martin & Cie.	Wholesale Grocers	72 St. Peter street.
Martin, P. P.	P. P. Martin & Co.	Wholesale Dry Goods	345 St. Paul street.
Martin Thos.	Martin Bros.	Millers	Mount Forest, Ont.
Mason, Hy.	"Trade Bulletin"	Publisher	1 Board of Trade Building.
Masson, D.		Wholesale Grocers	326 St. Paul street.
Mathewson, J. A.	D. Masson & Co.	Wholesale Grocers	202 McGill street.
Mathewson, S. J.	J. A. Mathewson & Co.	Wholesale Grocers	202 McGill street.
Mathewson, William B.	J. A. Mathewson & Co.	Wholesale Grocers	202 McGill street.
Mathieu, Aimé	J. A. Mathewson & Co.	Wholesale Grocers	202 McGill street.
Mathieu, Euclide	Mathieu Frères.	Wines	21 DeBresoles street.
Mathews, A. C.	R. G. Dun & Co.	The Mercantile Agency	107 St. James street.
Mathews, J. E.	Lymburner & Mathews	Brass Founders	1955a St. Catherine street.
May, Frank	Thomas May & Co.	Wholesale Dry Goods	340 McGill street.
May, Gustave O.	Thomas May & Co.	Wholesale Dry Goods	340 McGill street.
Meakins, Charles W.	Meakins & Co.	Brush Manufacturers	313 St. Paul street.
Meighen, F. Stephen	Lake of Woods Milling Co.	Millers	27 Board of Trade Building.
Meighen, Robert.	Lake of Woods Milling Co.	Millers	27 Board of Trade Building.
Melady, J.	L. Coffee & Co.	Grain	Toronto, Ont.
Meldrum, Jas.	Meldrum Bros.	Coal	32 Wellington street.
Meldrum, Wm.	William Meldrum & Co.	Commission Merchants	29 Nazareth street.
Meredith, H. V.	Bank of Montreal.	Manager	109 St. James street.
Meredith, J. S.	Merchants' Bank of Canada.	Local Manager	205 St. James street.
Mercalfe, Hy. D.	Michaud Bros. & Co.	Grain Exporter	201 Board of Trade Building.
Miles, Henry	Leeming, Miles & Co.	Grain Merchants	202 Board of Trade Building.
Millar, William R.	Robert Moat & Co.	Importers Druggists' Specialties	53 St. Sulpice street.
Milloy, John J.		Stock Brokers	12 Hospital street.
		Tailor	2301 St. Catherine street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Maclean, John.....	John Maclean & Co.....	Wholesale Dry Goods.....	1837 Notre Dame street.
Macnider, A.....	Bank of Montreal.....	Chief Inspector.....	109 St. James street.
Macpherson, Alex.....	Alexander Macpherson & Son...	Hardware Merchants.....	378 St. Paul street.
Macpherson, A. B.....	.....	.....	St. Nicholas street.
Macpherson, W. M.....	.....	.....	Lancaster, Ont.
McArthur, Alex.....	D. Torrance & Co.....	Steamship Agents.....	Quebec, Que.
McArthur, Colin.....	Alex. McArthur & Co.....	Paper Mills.....	6 Lemoine street.
McArthur, D. J.....	Colin McArthur & Co.....	Wall-paper Manufacturers.....	1030 Notre Dame street.
McArthur, James C.....	Colin McArthur & Co.....	Wall-paper Manufacturers.....	1030 Notre Dame street.
McBean, A. G.....	A. G. McBean & Co.....	Paints, Oils, etc.....	312 St. Paul street.
McBride, Geo.....	George McBean & Son.....	Produce.....	509 Board of Trade Building.
McBride, John T.....	Vipond, McBride & Co.....	Wholesale Fruit.....	208 Board of Trade Building.
McCall, James T.....	Drummond, McCall & Co.....	Fruits.....	261 Commissioners street.
McCarthy T. R.....	.....	Metal Merchants.....	307 Board of Trade Building.
McCaskill, D. A.....	McCaskill, Dougall & Co.....	Varnishes, etc.....	Canada Life Building.
McCormick, J. C.....	Dominion Wire Manuf g. Co...	Manufacturers.....	532 Board of Trade Building.
McCroby, P.....	.....	Coal.....	30 St. John street.
McDonald, John.....	.....	Accountant.....	185 St. James street.
McDonald, D. C.....	.....	Tobacco Merchant.....	93 William street.
McDougall, Alex.....	.....	Grain.....	107 St. James street.
McDougall, Edgat.....	Montreal Elevating Co.....	Manager.....	1736 Notre Dame street.
McDougall, J. S.....	Caledonian Iron Works.....	.....	202 Board of Trade Building.
McDougall, R. W.....	Montreal Elevating Co.....	.....	7 Place Royale.
McDougall, Thos.....	The Gault Bros. Co., Ltd.....	.....	196 Seigneurs street.
McEvers, D.....	Quebec Bank.....	Wholesale Dry Goods.....	7 Place Royale.
McFarlane, C. H.....	.....	Manager.....	21 St. Helen street.
McFarlane, David.....	McFarlane, Son & Hodgson.....	Stock Broker.....	New York Life Building.
McFee, Alex.....	McFarlane, Son & Hodgson.....	Wholesale Stationers.....	11 St. Sacrament street.
McGill, J. J.....	Alex. McFee & Co.....	Wholesale Stationers.....	636 Craig street.
McGillis, A. D.....	Canadian Rubber Co.....	Grain Exporters.....	636 Craig street.
McGregor, Jas.....	.....	Manager.....	Board of Trade Building.
McIndoe, F. C. A.....	Commercial Union Ass. Co., Ltd.	Provision Merchant.....	333 St. Paul street.
McIntosh, H. E.....	Dowler, McIntosh & Co.....	Leather.....	596 St. Paul street.
McIntyre, Duncan.....	McIntyre, Son & Co.....	Wholesale Leather.....	1731 Notre Dame street.
		Dry Goods.....	9 Lemoine street.
			70 St. Peter street
			8 Beaver Hall Hill.

McIntyre, Wm. Cassils.....	McIntyre, Son & Co.....	Dry Goods	8 Beaver Hall Hill.
McKay, George D.....	John Murphy & Co.....	Dry Goods	Cor. St. Catherine & Metcalfe streets.
McKay, T. M.....	McKay Milling Co.....	Millers.....	Ottawa, Ont.
McKay, W. Alex.....	Hudson's Bay Co.....	Butter and Cheese.....	2732 St. Catherine street.
McKenzie Peter.....	A. A. Ayer & Co.....	Produce.....	421 Board of Trade Building.
McKeown, James H.....	J. C. McLaren Belting Co..	Leather Belting.....	570 St. Paul street.
McKergow, John.....	J. & R. McLea.....	Baking Powder.....	12 St. Peter street.
McLagan, P. W.....	J. & R. McLea.....	General Merchants and S.S. Agents	292 St. James street.
McLaren, D. W.....	McLean, Kennedy & Co....	General Merchants and S.S. Agents	583 St. Paul street.
McLaren, W. D.....	Montreal Transportation Co..	S.S. Agents.....	25 Common street.
McLea, John B.....	Montreal Transportation Co..	Board of Trade Building.	Board of Trade Building.
McLee, R. Paton.....	Montreal Transportation Co..	14 Place Royale.	14 Place Royale.
McLean, Chas.....	A. Vogel & Co.....	President	Lancaster, Ont.
McLennan, Bartlett.....	F. McMann & Son.....	Real Estate.....	14 Place Royale.
McLennan, Duncan.....	Mills & McMaster.....	Master Stevedores	537 St. Paul street.
McMahon, Hugh.....	Montreal Rolling Mills Co..	Manager.....	178 St. James street.
McMann, F. M.....	With W. W. Ogilvie.....	Builders' Supplies.....	Westmount.
McMaster, John A.....	W. McNally & Co.....	Builders' Supplies.....	185 St. James street.
McMaster, Wm.....	W. McNally & Co.....	Builders' Supplies.....	Corner Port and Foundling streets.
McMurtry, S. A.....	McNamee & Mann.....	General Contractors.....	50 McGill street.
McNally, Geo.....	D. A. McPherson & Co.....	Butter and Cheese.....	50 McGill street.
McNally, W.....		Stocks and Grain.....	107 St. James street.
McNamee, F. B.....		Broker.....	71 William street.
McPherson, D. A.....		Woodenware and Fancy Goods.....	City.
McShane, Jas.....		Woodenware and Fancy Goods.....	30 Hospital street.
Nash, Fred.....	H. A. Nelson & Sons Co., Ltd..	Secretary-Treasurer.....	303 St. James street.
Nelles, J. Widmer.....	H. A. Nelson & Sons Co., Ltd..	Manufacturers' Agents.....	303 St. James street.
Nelles, R. Campbell.....	Intercolonial Coal Co.....	Wholesale Hardware.....	63 St. Peter street.
Nelson, Albert D.....	Caverhill, Learmont & Co....	Butter and Cheese.....	63 St. Peter street.
Nelson, Fred. E.....	The McArthur Bros. Co. Ltd..	Machinery, etc.....	199 Commissioners street.
Nelson, Wm. J.....		Flour and Grain.....	185 St. James street.
Newman, Frank W.....		Photographers.....	89 St. Peter street.
Newman, Thos. Henry.....			209 Commissioners street.
Nicholson E. M.....			47 William street.
Nivin, Wm.....			256 Elm Ave, Westmount.
Nolan, W. H.....			39 St. Sacramento street.
Norris, James S.....			14 Phillips square.
Notman, W. McF.....			

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
O'Brien, Jas. Hon.	W. C. Bloomingdale & Co.	General Merchant.	"H" Board of Trade Building.
O'Brien, R. A.	With W. W. Ogilvie.	Hay and Grain	Boston, Mass.
Ogilvie, Albert E.		Miller.	Corner Port and Founding streets.
Ogilvie, W. W.		Miller	Corner Port and Founding streets.
Olids, Geo.			1118 Sherbrooke Street.
Oliver, Jas.	Jas. Oliver & Co.	General Produce	36 St. Peter street.
Oliver, Walter R.		Flour	206 Board of Trade Building.
Orsali, Alex.	Hudon & Orsali	Grocers.	278 St. Paul street.
Osgood, C. N. D.		Commission	15 Hospital street.
Oswald, W. R.	Oswald Bros.	Stock Brokers	15 Hospital street.
Packard, L. H.	L. H. Packard Co.	Manufacturers	162 McGill street.
Page, G. Sewell	With Z. Paquet	Manufacturer of Furs.	7 Victoria square.
Palmer, J. Wesley.	J. Palmer & Son	Importers	1747 Notre Dame street.
Parker, E. W.	Canada Sugar Refining Co.		39 St. Francois Xavier street.
Paterson, A. T.	A. T. Paterson & Co.	Insurance	35 St. Francois Xavier street.
Paterson, J. W.	Paterson Manufacturing Co.	Manufacturers	47 Murray street.
Paterson, R. M.	Paterson & Son	Insurance	35 St. Francois Xavier street.
Paterson, W. S.	Wilson, Paterson & Co.	General Merchants	215 Board of Trade Building.
Paton, Hugh.	Shedden Co.	Railway Contractors	Cor. Notre Dame and St. Helen streets
Patrick, Joseph.			458 Guy street.
Paton, Thomas L.		Manufacturers' Agent	30 St. Francois Xavier street.
Patterson, John	John Duncan & Co.	Importers of Teas.	450 St. Paul street.
Pattson, Jas	With W. W. Ogilvie.	Miller	Cor. Port and Founding streets.
Paul, Frank	Beiding, Paul & Co.	Silk Manufacturers	296 St. James street.
Paul, Walter.		Grocer	2355 St. Catherine street.
Pease, E. L.	Merchants Bank of Halifax	Manager	Bell Telephone Building.
Peck, James H.	Peck, Benny & Co.	Manufacturers	320 Board of Trade Building.
Peck, T.	Peck, Benny & Co.	Manufacturers	320 Board of Trade Building.
Peddle, R.		Grain Exporter	54 St. Francois Xavier street.
Pelton, G. S.		Commission	388 St. Paul street.
Penfield, W. A.	Otto E. Lohrke & Co.	Grain Exporters	406 Board of Trade Building.
Penfold, J.	Bank of British North America.	Manager	142 St. James street.
Penny, E. Goff.			315 Peel street.
Peverley, C.	Bushnell Co. Ltd	Oils	127 Board of Trade Building.

Phelps, Geo. F.....	N. Y. Cent. & Hud. Riv. R.R.....	Oysters, Game, Fish, etc.....	56 Victoria square.
Philips, H. S.....	Morton, Phillips & Co.....	Agent.....	407 Board of Trade Building.
Phillips, C. S. J.....	Pillow & Hersey Mfg Co.....	Stationers.....	1755 Notre Dame street.
Pillow, J. A.....	John Pinder & Co.....	Mfrs. of Iron Rails, etc.....	520 Board of Trade Building.
Pinder, John.....	Twitchell, Champlin & Co.....	Importers.....	301 Board of Trade Building.
Pitt, George F.....	.....	Manufacturers' Agent.....	Portland, Me.
Plow, George S.....	G. N. W. Tel. Co.....	.....	301 St. James street.
Porteous, C. E. L.....	Banque d'Hochelega.....	Manager.....	33 Montreal Street Ry. Building.
Powell, W. B.....	Hector Provost & Co.....	Piano Manufacturer.....	2 St. Sacrament street.
Pratie, L. E. N.....	J. Cradock Simpson & Co.....	Manager.....	1676 Notre Dame street.
Prendergast, M. J. A.....	James W. Pyke & Co.....	.....	107 St. James street.
Prescott Elevator Co.....	.....	.....	Prescott, Ont.
"La Presse".....	.....	Customs Brokers.....	71 St. James street.
Prevost, Hector.....	.....	.....	36 Foundling street.
Prowse, George R.....	.....	Manufacturer.....	224 St. James street.
Putnam, H. L.....	.....	Real Estate.....	181 St. James street.
Pyke, James W.....	.....	Iron and Metal Merchants.....	35 St. Francois Xavier street.
Quintal, Joseph.....	N. Quintal & Fils.....	Grain and Hay.....	508 Board of Trade Building.
Quintal, Joseph Ed.....	.....	Wholesale Grocers.....	270 St. Paul street.
Racine, Alphonse.....	Alphonse Racine & Co.....	Wholesale Dry Goods.....	340 St. Paul street.
Ramsay, Alex.....	A. Ramsay & Son.....	Paint Manufacturers.....	39 Recollet street.
Ramsay, W. M.....	Standard Life Insurance Co.....	Manager.....	157 St. James street.
Ransom, H. H.....	T. W. Raphael & Co.....	Grain and Flour Merchants.....	18 Melbourne ave, Westmount.
Raphael, H. W.....	Guarantee Co. of N. America.....	Vice-President.....	43 St. Sacrament street.
Rawlings, Ed.....	Canada Sugar Refining Co.....	Refiners.....	57 Beaver Hall Hill.
Redfern, J. H.....	Grand Trunk Ry. System.....	.....	Westmount.
Redpath, F. R.....	Robert Reford Co., Ltd.....	.....	39 St. Francois Xavier street.
Reed, John J.....	Robert Reford Co., Ltd.....	General Traffic Manager.....	77 St. Francois Xavier street.
Reeve, Geo. B.....	.....	Steamship Agents.....	130 St. Etienne street.
Reford, R.....	Wm. Reid & Son.....	Port Warden.....	23 St. Sacrament street.
Reford, R. W.....	G. Reinhardt & Sons.....	Railway Contractor.....	23 St. Sacrament street.
Reid, Capt. Arch.....	.....	Insurance.....	199 Commissioners street.
Reid, R. G.....	.....	Brewers.....	38 Canada Life Building.
Reid, William.....	.....	.....	30 St. John street.
Reinhardt, Chas. S.....	.....	Commission.....	529 Hotel de Ville avenue.
Rendell, James E.....	.....	.....	305 Board of Trade Building.
Rich. & Ont. Nat. Co.....	.....	.....	228 St. Paul street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Riddell, A. F.	Riddell & Common	Auditors	22 St. John street.
Rielle, Jos.		Land Surveyer	New York Life Building.
Riley, John E.	James J. Riley & Sons	Insurance Brokers	204 Board of Trade Building.
Riley, J. J.	James J. Riley & Sons	Insurance Brokers	204 Board of Trade Building.
Riley, J. J., Jr.	James J. Riley & Sons	Insurance Brokers	204 Board of Trade Building.
Robert, E. A.	Dominion Woollen M'fg. Co.	Manufacturers	City
Robertson, Alex.			
Robertson, David	D. Robertson & Co.	Flour and Grain	Standard Building.
Robertson, Duncan	Bushnell Co., Ltd.	Oils	71 St. Peter street.
Robertson, G. Ross	G. Ross Robertson & Son	Insurance Brokers	124 Board of Trade Building.
Robertson, Farquhar		Coal Merchant	11 Hospital street.
Robertson, John	Austin & Robertson	Wholesale Stationers	65 McGill street.
Robertson, John A.		Stock Brokers	343 St. Paul street.
Robertson, Jno. H.	Andrew McKinney & Co.	Manufacturers' Agent	523 Board of Trade Building.
Robertson, W. Frew	Andrew Robertson & Sons	Insurance Brokers	11 St. Sacrament street.
Robertson, W. S.	G. Ross Robertson & Sons	Insurance Brokers	157 St. James street.
Robillard, Adolphe		Insurance Brokers	11 Hospital street.
Robillard, Joseph		Insurance Broker	157 St. James street.
Robinson, G. W.		Produce	1661 Notre Dame street.
Robitaille, J. A.	A. Robitaille & Co.	Grocers	138 St James street.
Rodden, Wm	W. Rodden & Co.	Iron Founders	354 St. Paul street.
Rodger, James	The Gault Bros. Co., Ltd.	Wholesale Dry Goods	110 Ann street.
Rolland, J. D.	J. B. Rolland & Fils	Wholesale Stationers	21 St. Helen street.
Rolland, Oct.	J. B. Rolland & Fils	Wholesale Stationers	6 St. Vincent street.
Ronald, J. R.	Elder, Dempster & Co.	Steamship Agents	6 St. Vincent street.
Ronayne, E.P.	Ronayne Bros.	Boots & Shoes	213 Commissioners street.
Root, C. I.		Lumber	2027 Notre Dame street.
Rose, J. O.	Rose & Laflamme	Manufacturers' Agents	8 Rosemount ave., Westmount.
Ross-Ross D.	Montreal Telegraph Co.	Secretary and Treasurer	400 St. Paul street.
Ross, A. F. C.	P. E. Ross & Sons	Accountants	4 St. Sacrament street.
Ross, D. W.	The D. W. Ross Co.	Wholesale Grocers	1706 Notre Dame street.
Ross, Geo. U.	Geo. D. Ross & Co.	Commission Merchants	514 Board of Trade Building.
Ross, Hy. James		Accountants	648 Craig street.
Ross, James G.		Accountants	180 St. James street.
Ross, J. W.	P. S. Ross & Sons	Accountants	1766 Notre Dame street.
Ross, W. R.	P. S. Ross & Sons	Accountants	1766 Notre Dame street.
Rothwell, Ed. E.	W. R. Ross & Co.	Real Estate	22 St. John street.
	Tellier, Rothwell & Co.	Manufacturers	24 St. Dizier street.

Routh, F. A.	Carbray, Routh & Co	Shipping and Coal.	195 Commissioners street.
Routh, J. H.	J. H. Routh & Son	Assurance Agents	194 St. James street.
Russell, Hugh			185 St. James street.
Sadler, Geo. W.	Sadler & Haworth	Leather Belting	Cor. William and Seigneurs streets
Samuel, Thos	Thos. Samuel & Son	Commission	8 St. Helen street.
Sauvageau, T.	T. Sauvageau & Co	Brokers	22 St. John street.
Savage, Ed. J.	Thompson Shoe Co.	Boots and Shoes	712 1/2 Craig street.
Savage, J. G.	Alf. Savage & Son	Oil Pressers, etc	168 McCord street.
Scheyer, Hermann S.	Hermann S. Scheyer & Co	Importers and Manufacturers	461 St. Paul street.
Sclater, C. P.	Bell Telephone Co	Secretary Treasurer	1760 Notre Dame street.
Scholes, Francis	Canadian Rubber Co	Managing Director	333 St. Paul street.
Schultze, Ed.	Ed. Schultze, Son & Co.	Importers & Manufacturers' Agts.	166 McGill street.
Schultze, John E.	Ed. Schultze, Son & Co.	Importers & Manufacturers' Agts.	166 McGill street.
Schwob, M.	Schwob Bros	Manufacturers	574 Craig street.
Scott, A. H.	Watt, Scott & Goodacre.	Importers	20 St. Francois Xavier street.
Scott, Henry C	James Scott & Co	Stock Broker	87 St. Francois Xavier street.
Scott, Jas	A. A. Ayer & Co	Grain and Hay	132 St. Antoine street.
Scott, Jno. H.	Wm. Dow & Co	Exporters Butter and Cheese	570 St. Paul street.
Scott, J. P.	McKay Milling Co.	Brewers	2056 Notre Dame street.
Scott, Wm.	Harbour Commissioners	Millers	Ottawa, Ont.
Seath, David	Robt. Seath & Son	Secretary	57 Common street.
Seath, W.		Merchant Tailors	1817 Notre Dame street.
Sexton, D. Morgan.	"Le Moniteur du Commerce"	Insurance, Broker	Board of Trade Building.
Shallow, F. D.	James Linton & Co.	Proprietor	43 St. Gabriel street.
Shanly, Walter	Canadian Pacific Ry	Civil Engineer	139 St. James street.
Sharpe, Ed. S.	Jas. Shaw & Co.	Boots and Shoes	39 Victoria square.
Shaughnessy, Thos. G		Vice-President	Windsor Station.
Shaw, Frank Ross	The James Shearer Co	Grain and Produce	524 Board of Trade Building.
Shearer, James	J. S. Shearer & Co.	Lumber	172 Shearer street.
Shearer, John S.	Yost & Co	Saw and Planing Mills	172 Shearer street.
Shields T. F.	H. Shorey & Co.	Manufacturers' Agents	429 Board of Trade Building.
Shorey, C. L.	H. Shorey & Co.	Cheese Exporters	604 St. Paul street.
Shorey, S. O.	Silverman, Boulter & Co.	Clothing Manufacturers	1870 Notre Dame street.
Silverman, Simon		Clothing Manufacturers	1870 Notre Dame street.
Simms, Francis H.	Royal Insurance Co	Wholesale Furriers	495 St. Paul street.
Simms Robert.			43 St. Sacrament street.
Simpson, Geo. W	Bell, Simpson & Co.	Stock Broker	43 St. Sacrament street.
Simpson, John		Produce	Notre Dame street.
			30 St. John Street.
			472 St. Paul street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Simpson, J. Cradock.....	J. Cradock Simpson & Co.....	Real Estate	181 St. James street.
Sims, A. Haig.....	A. H. Sims & Co.....	Shirts, Collars and Cuffs.....	54 Latour street.
Sinclair, Alex.....	McNaughton Line.....	Forwarders.....	209 Commissioners street.
Sise, C. F.....	Elder, Dempster & Co.....	SS. Agents.....	213 Commissioners street.
Slater, Geo. A.....	Bell Telephone Co.....	President.....	1760 Notre Dame street.
Slessor, James.....	Geo. T. Slater & Sons.....	Boots and Shoes.....	Cor. Alexander and Juror streets.
Small, E. A.....	James Johnston & Co.....	Wholesale Dry Goods.....	26 St. Helen street.
Smith, Chas. F.....	E. A. Small & Co.....	Manufacturers.....	26 St. Helen street.
Smith, Frank W.....	James McCready & Co.....	Boot and Shoe Manufacturers.....	8 Beaver Hall Hill.
Smith, G. F. C.....	With Edward L. Bond.....	Agent.....	10 St. Peter street.
Smith, J. Henry.....	Lpl. & Lon. & Globe Ins. Co.....	Live Stock.....	30 St. Francois Xavier street.
Smith, Lionel.....	J. L. Smith & Son.....	Flour.....	16 Place d'Armes square.
Smith, M. B.....	J. L. Smith & Son.....	Flour.....	C Board of Trade Building.
Smith, R. Wilson.....	W. Howe, Smith & Co.....	Produce, etc.....	1 Place Royale.
Smith, Wm.....	.....	Investment Broker.....	16 St. Sacramento street.
Smith, Wm. B.....	.....	General Manager.....	151 St. James street.
Smyth, Wm. Oliver.....	.....	General Manager.....	56 Simpson street.
Smyth, Chas. E.....	.....	Manufacturers' Agents.....	2 Place Royale.
Snetsinger, J. G.....	.....	Manufacturers' Agents.....	645 Sherbrooke street.
Snow, Wm.....	.....	Manufacturers' Agents.....	206 McGill street.
Stancliffe, F.....	.....	Proprietor.....	191 Seigneurs street.
Stanway, W.....	.....	Ostrich Feather Dyer.....	1913 Notre Dame street.
"Star,".....	.....	General Manager.....	1722 Notre Dame street.
Starke, Geo. R.....	.....	Publishers.....	18 St. Alexis street.
Stearns, I. H.....	.....	Secretary.....	163 St. James street.
Stearns, Seargent P.....	.....	Manager.....	2 Place Royale.
Stephens, W. Barclay.....	.....	Manager.....	27 Belmont street.
Stephens, G. W.....	.....	Advocate.....	157 St. James street.
Stevenson, Arch. W.....	.....	Accountant.....	178 St. Sacramento street.
Stevenson, J. Alex.....	.....	Hides, Leather and Oils.....	1778 Notre Dame street.
Stevenson, R. R.....	.....	Dry Goods.....	260 St. James street.
Stewart, David.....	.....	Tobacco.....	20 Lemoine street.
	.....		87 St. Peter street.
	.....		1736 Notre Dame street.

Stewart, Wm	Kingston & Mont. Forward Co.	Forwarders	414 Board of Trade Building.
Stikeman, Harry	Bank of British North America	General Manager	140 St. James street.
Stirling John	John Stirling Co.	Wholesale Dry Goods	373 St. Paul street.
Stonegrave, A. C	Central Vermont R. R.	Canadian Passenger Agent	138 St. James street.
Strachan, James	Wm. Strachan & Co.	Baker	246 Hotel de Ville avenue.
Strangman, Chas	Canadian Brewing Co	Soap Manufacturers	40 St. Timothée street.
Strathcona and Mount Royal, Lord	Hudson's Bay Co.	Brewers and Malsters	Cor. DeLormier ave. & Burnett street
Stroud, F. St. G.	W. D. Stroud & Sons	Teas and Coffees	420 Board of Trade Building.
Stroud, H. W.	W. D. Stroud & Sons	Teas and Coffees	33 St. Sacramento street.
St. Arnaud, L. N.	St. Arnaud & Clément	Produce	33 St. Sacramento street.
Summer, Geo	Hodgson, Sumner & Co.	Dry Goods	2 Foundling street.
Sutherland, Geo. A.	McKenna, Thompson & Co	Clothing	349 St. Paul street.
Sutherland, James	Verret, Stewart & Co.	Salt	St. James street.
Tasker, James .....	.....	.....	12 Port street.
Taylor, A. T.	Taylor & Gordon	Accountant	180 St. James street.
Taylor, Chas. R.	Jos. Ward & Co.	Architects	43 St. Francois Xavier street.
Taylor, Homer .....	.....	Produce	325 Commissioners street.
Taylor, James A. ....	.....	Commission	183 St. James street.
Taylor, John .....	.....	Railway Supplies	30 St. Francois Xavier street.
Tees, D. T.	Tees, Wilson & Co.	Tea Merchants	180 St. James street.
Telfer, H. C.	Telfer & Climie	Importers	177 Board of Trade.
Tellier, H. J.	Tellier, Rothwell & Co	Bankers and Brokers	180 Mill street.
Terroux, Tancrede D	Garand, Terroux & Co	Bankers and Brokers	24 St. Dizier street.
Tester, J. W. ....	.....	Wholesale Dry Goods	3 Place d'Armes square.
Thibaudeau, A. A.	Thibaudeau Bros. & Co.	Freight Manager	204 St. James street.
Thom, James	Hamburg-Amer. Packet Co	General Manager	332 St. Paul street.
Thomas, F. Wolferstan	Molsens Bank	Boots and Shoes	13 St. John street.
Thomas, R. K.	The Thompson Shoe Co	Grain and Freight Broker	200 St. James street.
Thompson, Edwin	Montreal Transportation Co.	Superintendent	174 St. James street.
Thompson, Adam G	St. Lawrence Starch Co.	Manufacturers of Varnish	71 1/2 Craig street.
Thompson, D. G.	Thouret & Co.	Importers of Dry Goods	39 St. Sacramento street.
Thomson, Geo. A.	A. P. Tippet & Co	Manufacturers' Agents	14 Place Royale.
Thomson, Malcolm	Watson & Todd .....	.....	39 St. Sacramento street.
Thorne, R. C.	Tooke Bros .....	.....	452 St. Paul street.
Thouret, Emile .....	.....	.....	13 St. John street.
Tippet, Arthur P .....	.....	.....	7 Victoria square.
Todd, J. Watson .....	.....	.....	30 St. Francois Xavier street.
Tooke, Benjamin .....	.....	.....	205 Commissioners street.
.....	.....	.....	20 St. Helen street.

LIST OF MEMBERS.—Continued.

NAME.	FIRM.	BUSINESS.	ADDRESS.
Torrance, John	David Torrance & Co.....	SS. Agents.....	17 St. Sacramento street.
Torrance, John, jr.....	David Torrance & Co.....	SS. Agents.....	17 St. Sacramento street.
Torrance, W. F.....	Torrance & Muir.....	Coal.....	1761 Notre Dame street.
Tougas, fusébe.....	P. D. Dods & Co.....	Importers.....	188 McGill street.
Tough, John.....	Shedden Co. Ltd.....	Forwarders and Cartage Agents.....	Cor. St. Helen & Notre Dame streets.
Trew, A. E.....	Hunt & Co.....	Tea.....	4 St. John street.
Trimble, Thos.....	.....	.....	180 St. James street.
Trotter, W. C.....	.....	.....	St. Johns, Que.
Turner, Richard.....	.....	.....	601 Wellington street.
Turnbull, John.....	.....	.....	1709 Notre Dame street.
Turpin, W. J.....	W. J. Turpin & Co.....	Financial Agent.....	16 St. Sacramento street.
Tyre, Robt. W.....	Northern Assurance Co.....	Stock Brokers.....	151 St. James street.
.....	.....	Manager.....	.....
Vaillancourt, J. A.....	.....	Provisions.....	333 Commissioners street.
Vipond, George.....	Vipond, McBride & Co.....	Wholesale Fruits.....	261 Commissioners.
Wainwright, Wm.....	Grand Trunk Ry. System.....	Assistant General Manager.....	130 St. Etienne street.
Wait, Geo. S.....	Geo. Wait & Co.....	Produce.....	9 William street.
Walbank, Wm. McLee.....	.....	Architect.....	214 St. James street.
Walker, Chas. J.....	Walker Bros.....	Linens.....	7 Victoria square.
Walker, John.....	Quebec Bank.....	Accountant.....	New York Life Building.
Ward, Hon. J. K.....	.....	.....	18 Rosemount ave., Westmount.
Ward, Joseph.....	Joseph Ward & Co.....	Grain, etc.....	321 Commissioners street.
Ware, Wm. T.....	.....	Importer.....	10 St. Helen street.
Warrington, J. C.....	Wm. Ware & Son.....	Exporters of Cheese.....	531 Board of Trade Building.
Waterman, Isaac.....	.....	Petroleum Refiners.....	113 King street.
Watson, David.....	Imperial Oil Co.....	Wholesale Druggists.....	London, Ont.
Watson, Hugh.....	Kerry, Watson & Co.....	Wall Paper Manufacturers.....	351 St. Paul street.
Watson, W. W.....	Watson, Foster & Co.....	Secretary.....	Maisonneuve.
Wat, Alexander.....	Canada Sugar Refining Co.....	Baker.....	39 St. Francois Xavier street.
Watt, D. A. P.....	H. & A. Allan.....	SS. Agents.....	173 St. Antoine street.
Weir, Godfrey.....	W. Weir & Sons.....	Bankers.....	27 Common street.
.....	.....	.....	1711 Notre Dame street.

W	weir, William	Banque Ville-Marie.	Caterers	153 St. James street.
	Welsh, A. A.	Welsh & Rough.	Managing Director	1902 Notre Dame street.
	White, Richard	"Gazette" Printing Co.	Editor	Cor. Craig and St. Frs. Xavier streets.
	White, Smeaton	"Gazette" Printing Co	Insurance Agents	Cor. Craig and St. Frs. Xavier streets
	Whitehead, E. A.	E. A. Whitehead & Co	Mfrs. Boots and Shoes	185 St. James street.
	Whitham, James	Whitham Shoe Co. Ltd.	Leather Importers	47 St. Maurice street.
	Whitley, Fred	Whitley Bros	Agent	16 Lemoine street.
	Whitney, John E. M.	Co-operative Wholesale Soc. Ltd	Commission	42 Shuter street.
	Wieland, A. C.	Wight & Esdaile.	China and Glassware	36 St. Peter street.
	Wight, R. E.	A. T. Wiley & Co.	Millers' Agent	318 Board of Trade Building.
	Wiley, A. T.	Wilson & Gillespie.	Warehousing	1803 Notre Dame street.
	Wilkinson, James	Wilson & Gillespie.	Stock Brokers	44 St. John street.
	Wilson, A. A.	James Wilson & Co.	Mills, Ky. & Steamship Supplies	4 Prince street.
	Wilson, James R.	Thos. Robertson Co., Ltd.	Hardware	13 Hospital street.
	Wilson, Joseph	The Wilson Co.	Coal and Wood	111 Common street.
	Wilson, J. C.	J. C. Wilson & Co.	Paper Manufacturers	642 Craig street.
	Wilson, J. H.	Wilson, Paterson & Co.	General Merchants	188 William street.
	Wilson, J. T.	The Central Agency	Publishers	700 Craig street.
	Wilson, Walter	John Dougall & Son	Importers & Wholesale Merchants	1874 Notre Dame street.
	Witniss,	Hermann H. Wolff & Co	Importers & Comm. Merchants	12 De Bresoles street.
	Wolff, Hermann H.	W. R. Wonham & Sons	Superintendent	Cor. Craig and St. Peter streets.
	Wonham, W. R.	Appley & Wyde		170 McGill street.
	Wyde, J. J.			315 Board of Trade Building.
				501 Board of Trade Building.
Y	Young, Andrew	Shedden Co		1512 Notre Dame street.

MONTREAL CORN EXCHANGE ASSOCIATION.

OFFICE BEARERS FOR 1898.

COMMITTEE OF MANAGEMENT.

PRESIDENT :—ALEX. MCFEE.

VICE-PRESIDENT :—E. F. CRAIG.

TREASURER :—W. A. HASTINGS.

C. B. ESDAILE,
BARTLETT McLENNAN,
R. PEDDIE.JOS. QUINTAL.
DAVID ROBERTSON.
ADAM G. THOMSON.

BOARD OF REVIEW.

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Allan, Andrew.	Esdaille, C. B.	Magor, W. A.	Quintal, Joseph.
Allan, Andrew A.	Fetherstonhaugh, E. J.	Marsan, Wilfrid.	Raphael, H. W.
Allan, Hugh A.	Ferguson W. B.	Martin, Thos.	Reeve, Geo. B.
Allan, R. A. S.	Fraser, N. J.	Mason, Hy.	Reford, R.
Allen, Jas.	Gagnon, A. E.	Meighen, F. Stephen	Reford, R. W.
Alexander, James.	Gear, Wm. I.	Meighen, Robt.	Reid, Capt. Arch.
Archer, Robt.	Girard, Auguste.	Melady J.	Rendell, Jas. E.
Baird, C. J.	Girard, P. M.	Metcalfe, H. D.	Robertson, David.
Baird, John.	Gould, O. M.	Michaud, Alex.	Robillard, Jos.
Batterbury, F. R.	Grand { Riddell, J. M.	Montreal Elevating Co.	Ronald, J. R.
Beaubien, L. de G.	Loud, Jno. W.	Munderloh, Hy.	Routh, F. A.
Benson, Geo. F.	Trunk { Watson, Fk.	Munn, Stewart.	Scott, Jas.
Bergevin, D.	Ry. { Read, A. F.	Macpherson, W. M.	Scott, J. Philip.
Bickerdike, R.	Hanna, Geo. H.	McBean, A. G.	Scott, Wm.
Brice, A. J.	Harling, Thos.	McCarthy T. R.	Shaw, Frank Ross.
Brown, Thos. B.	Harvie, R.	McDonell, D. A.	Smith J. Hy.
Byrd, Chas.	Hastings, W. A.	McEvers, D.	Smith, Lionel J.
Campbell, D. W.	Hodgson, Henry.	McFee, Alex.	Smith, M. B.
Canada Atlantic Ry. } per M. A. Overend }	Hugill, J. H.	McKay, T. M.	Smith, Wm. B.
C. P. R. City Frt. Agt.	Hooper, A. W.	McLea, John B.	Starke, Geo. R.
" Foreign Frt. Office.	Hunsicker, J. E.	McLean, Chas.	Stewart, Wm.
Canadian Forwarding & Export Co.	Hurtubise, A. L.	McLennan, Bartlett.	Strachan, Jas.
Carruthers, Jas.	Hutchison, Wm.	McLennan, Duncan.	Sutherland, Jas.
Chamberlain, E. J.	Intercolonial Railway, } per J. Hardwell }	McLennan, Hugh.	Taylor, Chas. R.
Chaplin, Alfred.	Ironside, Robt.	McMaster, Capt. J. A.	Thom, Jas.
Clarke, E. L.	Johnston, H. G.	McPherson, D. A.	Thomson, Adam G.
Cook, A. E.	Judge, Edgar.	McShane, Jas.	Thomson, D. G.
Cookson, S.	Kennedy, Murray.	Nelson, W. J.	Thomson, Geo. A.
Coon, H. J.	Killoran, John J.	Norris, Jas. S.	Torrance, John.
Coughlin, Cornelius.	Kinghorn, G. M.	Ogilvie, A. E.	Torrance, John, jr.
Craig, E. F.	Kingman, Abner.	Ogilvie, W. W.	Tough, John.
Craig, W. W.	Labelle, Hospice.	Oliver, Walter R.	Viau, C. T.
Crane, T. A.	Laing, John D.	Paton, Hugh.	Ward, Jos.
Crowe, John.	Laing, Peter.	Peddle, R.	Warrington, J. C.
Currie, Jas.	Lalonde, Armand	Penfield, W. A.	Watt, D. A. P.
Cuttle, Jas. A.	Lemay, E. H.	Penny, E. Goff.	Wight, R. E.
Daves, J. P.	LeMesurrier, W. M.	Philps, H. S.	Williamson, Jas.
Entrevan, Eugene.		Prescott Elevator Co. per J. A. Jamieson, Mgr.	Young, Andrew.

MONTREAL WHOLESALE GROCERS' ASSOCIATION.

OFFICE-BEARERS FOR 1898.

EXECUTIVE COMMITTEE.

PRESIDENT H. LAPORTE.

VICE-PRESIDENT :—S. J. CARTER.

TREASURER :—ALBERT HEBERT.

DIRECTORS :—H. H. F. HUGHES, L. E. GEOFFRION, J. E. QUINTAL.

COMMITTEE OF ARBITRATION.

D. C. BROSSÉAU, L. E. GEOFFRION, H. H. F. HUGHES, CHAS. LACAILLE, A. ROBITAILLE.

MEMBERS.

Boivin, Léonard I. Brosseau, D. C.	Hébert, Albert. Hughes, H. H. F.	Lockerby, D. L. Orsali, Alex.
Carter, Stewart J. Chaput, Chas.	Lacaille, Chas. Laporte, Hormisdas.	Quintal, Jos. Ed. Robitaille, J. A.

MONTREAL WHOLESALE DRY GOODS ASSOCIATION.

OFFICE-BEARERS FOR 1898.

PRESIDENT ALPHONSE RACINE.

VICE-PRESIDENT :—JAS. RODGER.

TREASURER :—GEO. SUMNER.

DIRECTORS.

THOS. BROPHY,

E. A. SMALL,

FRANK MAY,

R. N. SMYTH.

MEMBERS.

Brophy, Cains & Co.	S. Greenshields, Son & Co.	McIntyre, Son & Co.	H. Shorey & Co.
Carsley & Co.	Hodgson, Sumner & Co.	P. P. Martin & Co.	E. A. Small & Co.
Caverhill & Kissonock.	James Johnston & Co.	Thomas May & Co.	H. L. Smyth & Co.
M. Fisher, Sons & Co.	Robert Linton & Co.	D. Morrice, Sons & Co.	Thibaudeau Bros. & Co.
The Gault Bros. Co. Ltd.	J. G. Mackenzie & Co.	Alphonse Racine & Co.	Tooke Bros.

MONTREAL METAL AND HARDWARE MANUFACTURERS' AND MERCHANTS' ASSOCIATION.

OFFICE BEARERS FOR 1898.

PRESIDENT - - - - - GEO. E. DRUMMOND.

VICE-PRESIDENT:—J. B. LEARMONT.

TREASURER:—JAS. W. PYKE

DIRECTORS.

CHAS. CASSILS.
FRANK CAVERHILL.

ROBT. GARDNER.
C. L. LETANG.

MEMBERS.

Bacon Bros.

Canada Iron Furnace Co., Ltd.
Cassils, Chas.
Caverhill, Learmont & Co.
Cooper, Jas.
Crathern & Caverhill.

Davidson, The Thos. Manfg. Co., Ltd.
Dom. Wire Mfg. Co., Ltd.
Drummond, McCall & Co.

Gardner, Robt. & Son.
Garth & Co.

Hutton, Jas. & Co.

King, Warden & Son.

Leslie, A. C. & Co.
Letang, Letang & Co.
Lewis Bros. & Co.

Machinery Supply Co.
Massey, Fred.
Montreal Rolling Mills Co.
McDougall, John.

Peck, Benny & Co.
Pillow & Hersey Manfg. Co., Ltd.
Pyke, Jas. W. & Co.

Robertson, Thos. & Co. Ltd.

Thompson, B. & S. H. & Co.

BANKERS' SECTION.

1898.

M. J. A. PRENDERGAST, *President.*

BANK OF MONTREAL.
MERCHANTS BANK OF CANADA.
UNION BANK OF CANADA.
BANK OF TORONTO.
BANQUE VILLE-MARIE.
MERCHANTS BANK OF HALIFAX.

MOLSONS BANK.
BANK OF BRITISH NORTH AMERICA.
CANADIAN BANK OF COMMERCE,
QUEBEC BANK.
BANQUE D'HOUELAGA.
BANK OF NOVA SCOTIA.

ARTHUR WEIR, *Secretary-Treasurer.*

MONTREAL SHOE AND LEATHER ASSOCIATION.

OFFICE BEARERS FOR 1898.

PRESIDENT - - - - EDWIN THOMPSON.

VICE-PRESIDENT:—J. T. HAGAR.

DIRECTORS :

J. C. HOLDEN,
GEO. A. SLATER.

CHAS. F. SMITH,
JAMES WHITHAM.

MEMBERS :

The Ames-Holden Co., Ltd.
J. & T. Bell,
Jas. McCready & Co.
Sadler & Haworth.

Geo T. Slater & Sons.
The Thompson Shoe Co. Ltd.
James Whitham & Co., Ltd

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