



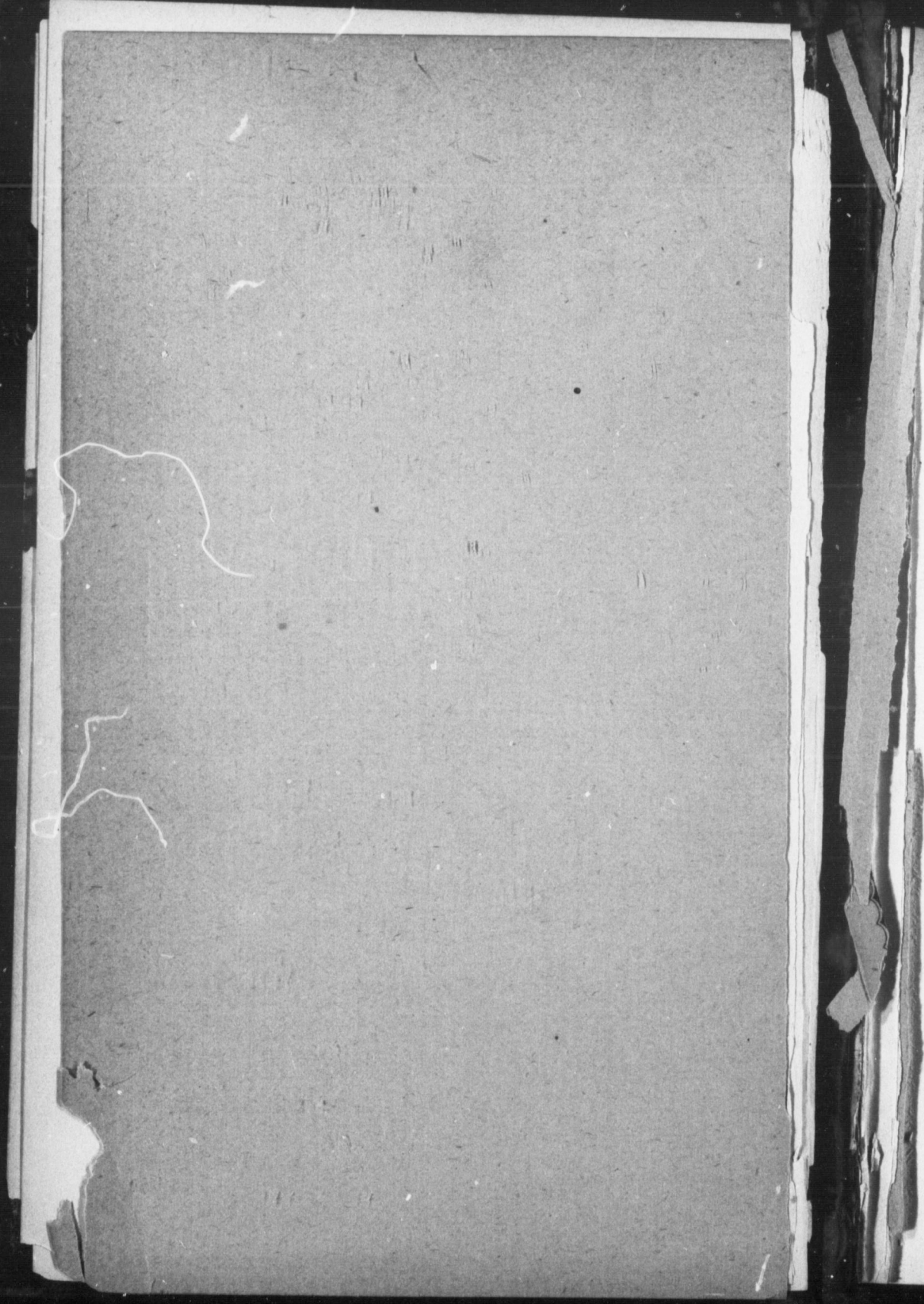
FORTY-FIFTH ANNUAL REPORT
OF THE
COUNCIL
OF THE
MONTREAL BOARD OF TRADE,

BEING

For the Year ended 31st December, 1887.

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

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1888.



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REPORT.

TO THE MEMBERS OF THE MONTREAL BOARD OF TRADE :

GENTLEMEN :

In accordance with By-law 46, which provides that the Council shall present a general report of its proceedings at each annual meeting, the following resumé of the business that has come before your Council since its election last January is submitted.

As introductory thereto, it may be remarked that the general trade of the Dominion for 1887 has been satisfactory, and that while the partial shortage in the Ontario crops has, during its closing months, somewhat unfavourably affected business, the prospects for the immediate future are brightened to some extent by the prosperity prevailing in Manitoba in consequence of the magnificent wheat crop harvested in that Province last season.

So far as Montreal is concerned, the Custom House returns given below shew that the shipping and commerce of this port continue to increase, and the completion of its railway connection with the American North-West by the bridge at Sault Ste. Marie, warrants the expectation that in the near future, a very marked development of its trade will occur. Another channel of transportation, which cannot but favourably affect the business interests of Montreal, is the steamship communication established during the past year between the Pacific coast of the Dominion and the eastern Asiatic ports,—which, combined with our trans-continental railway and Atlantic steamship service, forms the most direct and most speedy route between western Europe and China, Japan, and Australasia.

YEARS.	Sea-going Vessels arrived in Port.	Total Tonnage.	Value of Merchandise Exported.	Value of Merchandise Imported.	Customs Duties Collected.
1887.....	767	870,773	\$ 29,391,798	\$ 43,100,183	\$8,745,526.11
1886.....	703	809,699	28,078,330	40,469,942	8,362,618.94
1885.....	629	683,854	25,274,898	37,413,250	6,672,971.26
1884.....	626	649,374	27,145,427	42,366,793	6,772,675.68
1883.....	660	664,263	27,277,159	43,718,549	7,698,796.12
1882.....	648	554,692	26,334,312	49,749,461	8,395,653.07
1881.....	569	531,929	26,561,188	43,546,821	7,672,266.17
1880.....	710	628,271	30,224,904	37,102,869	5,231,783.80
1850.....	211	46,156	1,744,772	7,174,180	1,009,256.80

It appears from the foregoing table that in 1887 there was an increase of 64 in the number of sea-going vessels arriving in port, the tonnage aggregating 61,074 tons over that of 1886. The value of exports, though not equal to the high figures of 1880, exceeds the previous year's total by \$1,313,468. Imports, while amounting to \$2,630,241 over the total of 1886, are less in value than in either 1881, 1882, or 1883; the amount of duty paid thereon is, however, the largest for any year, and averages \$27,941 for each of 313 days.

THE QUEEN'S JUBILEE AND COLONIAL COMMERCE.

Early in the year the Council received a letter from the London (Eng.) Chamber of Commerce, which, after referring to the probability that, in this the Jubilee year of the Queen's reign, the desire for closer relations with the mother country would prevail throughout the empire, expressed a wish to assist in and support any action affecting the trade and commerce of the United Kingdom with British colonies and possessions; a cordial reply was sent to this communication. The Council also received a letter from the Auckland (New Zealand) Chamber of Commerce, asking its assistance in an endeavour to develop trade between New Zealand and Canada. This was duly acknowledged, and subsequently a second letter was received from the Auckland Chamber, in which the opinion was expressed that to open up communications between Canada and New Zealand, two things are necessary: (1) Rapid and cheap communication, which might be had by a steamship line to Sydney, N.S.W., that would make Auckland a port of call. (2) That the manufacturers and merchants of Montreal should send samples of goods suited to the New Zealand markets.

These communications were published in the city newspapers at time of receipt, with an intimation that the Council would assist in any practicable way to forward the object aimed at.

MONTREAL'S CLAIM TO BE THE SUMMER PORT FOR SUBSIDIZED STEAMSHIP LINES.

The Government advertisement calling for tenders for a steamship service between Canada and the West Indies, omitted to specify Montreal as the summer port, and the Council, therefore, addressed a letter to the Deputy Minister of Finance, expressing its conviction that Montreal should be the summer destination of any line of steamships subsidized for the purpose of developing Canadian trade.

Later in the year the Council met a deputation from St. John, N.B., which had urged upon the Government that St. John should be constituted a port of call for that line. The Council informed the delegates of its views regarding Montreal's claim to be the terminus, during season of navigation, of any subsidized line of steamers, but assured them, also, that, so far as might be practicable, it would give its assistance towards furthering their views.

The question of subsidized steamship lines has more recently attracted attention in connection with a change in the form inviting tenders for the postal service, and the impression which very generally prevailed, that the Government were about to accept tenders for the performance of the weekly mail service between Canada and the United Kingdom, from a company which proposed to make Quebec its terminus. The Council at once addressed a remonstrance to the Postmaster-General against the acceptance of any mail tender which did not stipulate that Montreal should be the Western terminal port during the season of navigation, and further that cargo-carrying capacity on the part of these steamers was a condition of the greatest importance. These views were afterwards represented to the Cabinet by a deputation from the Board, which was assured by the Premier that the Council's fears were groundless, and that whenever the question came before the Government the interests of Montreal would be fully considered.

RAILWAY FREIGHT RATES.

This subject has during the past year attracted general attention in Montreal, owing to the two sessions (held in the Council Chamber of your Board) of the Royal Commission on Railways, the first occupied in taking evidence from importers, shippers, etc., lasting from 12th to 25th January; the second, for the examination of the railway officials, from 9th to 22nd December. A large amount of interesting information was obtained during these sittings, which was printed and is now accessible to members.

In May complaint was made by some firms in this city regarding the increased freight charges on the Canadian Pacific Railway to British Columbia, which were stated to be prohibitory so far as their business with that province was concerned. The Council communicated the same to that Railway Company.

A petition, signed by many leading importing houses in this city, was received in November, asking the Council to use every effort to induce

the railway companies to promptly re-issue the Special Import Freight Tariff of 1st June, which had been withdrawn. It was represented that the concessions therein granted had proved of great advantage to merchants, by enabling them to effect sales that would otherwise have been impracticable. The Council arranged for an interview with a committee of the signers of that petition, when it was agreed that so soon as they had prepared a clear statement of their grievances, a deputation of the Council would join the importers in representing them to the railway companies.

FREE NAVIGATION.

At the first ordinary meeting of the Council, held after its election, the reduction of the Canal Tolls was considered, and on the 24th January a petition was forwarded to the Governor-in-Council, praying that the tolls be reduced to the two cent rate conceded last year, and that such reduction be announced at the earliest possible date. It was afterwards deemed expedient that the views expressed in that petition should be more strongly urged upon the Government, and accordingly, on 8th March, a joint deputation from this Board and the Corn Exchange Association, together with delegates from St. Catharines, Hamilton, Toronto and Kingston, met the Cabinet, when the whole question of reduction of tolls, enlargement of the canals, and the assumption of the channel debt, was fully laid before the Ministers present, the Ontario delegates endorsing the claim presented by this Board, that the expenditure on the ship channel between Montreal and Quebec should be assumed as a Government work.

On 28th March an Order-in-Council was published, reducing the rate of toll on wheat, Indian corn, peas, barley and rye passing through the Welland and St. Lawrence canals, when bound for Montreal or other port east of Montreal, to two cents per ton; the concession to continue in force during the season of navigation of 1887 and no longer. The navigation interests of the country are, therefore, still weighted with canal tolls, and remain unrelieved of the burden of taxation with respect to the Lake St. Peter debt, the heavy pilotage fees, hospital dues, etc., etc., from which the water routes in competition with the St. Lawrence are free. It will be the duty of the new Council to renew the application for the present year.

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HOSPITAL AND POLICE DUES ON SHIPPING.

The exaction by Government at Sydney, C.B., of hospital dues from a steamship which had already paid the tax at Montreal, led the Council to represent to the Department of Marine (1) that one payment of hospital dues at any port in the Dominion should exempt from further liability for these dues during the round voyage, and (2) that the amount collected from ocean ships for hospital dues should be limited by the requirements of sick mariners only, and should not be expended for any other object. In replying, the Department favoured the Council's first contention, to the extent of deciding that hospital dues should not in future be collected from steamers which call at Sydney for coal while on their way to England; with regard, however, to the larger and more important question of the expenditure of these dues for the relief of the sick poor at Quebec, and in grants to hospitals at inland ports, which the Council objected to as illegitimate, the Department's reply was unsatisfactory.

The Council recommends that its successors in office continue to urge that the sick mariners' dues paid by ocean vessels, be expended for the benefit exclusively of those for whom they are collected.

THE TRAVERSE LIGHT-SHIPS AND BUOYS.

An unnecessary and unfortunate delay in placing the Traverse light-ships led to the stranding of the steamship "Barcelona" on April 29th, and to other early arrivals from sea being placed in great peril. Strong representations were made to the Department of Marine, and the Council has received an assurance from the Minister that no such delay will occur again.

The lack of a night signal at Madamé Island Shoal having been the cause of several disasters in that locality, the Council called the attention of the Minister of Marine to the necessity for a gas-buoy there, and is glad to say that one was soon afterwards placed in position.

The thanks of the Board are due to the Department of Marine for the prompt attention paid to the Council's representations.

PILOTAGE SERVICE BELOW QUEBEC.

The delay of fourteen hours that the S.S. Katie was, on the 16th and 17th November, subjected to before securing the services of a pilot, appeared to the Council to demand the serious attention of all interested in the good name of the St. Lawrence route, and it accordingly repre-

sented the facts to the Quebec Harbour Commissioners, who have promised a thorough investigation of the matter.

To the Council it seems clear that as the pilotage is compulsory on all vessels, it ought to be equally compulsory that there should be a pilot in readiness to board every vessel which can approach pilotage waters.

SHIPPING AND WEATHER TELEGRAPHIC REPORTS FROM THE RIVER AND GULF.

The Council joined the Quebec Board of Trade in requesting, on behalf of the shipping interests of the two ports, that the Telegraphic Shipping and Weather Reports from the River and Gulf should be given on Sundays as well as on week days, and that Cape Race be added to the list of signal stations. The Department of Marine complied with both requests, and those interested in shipping have greatly appreciated the intelligence thus rendered accessible.

QUARANTINE SERVICE AT GROSSE ISLE.

Another matter connected with the St. Lawrence shipping trade, the health of immigrants, and the protection of the Dominion from epidemic and other diseases, has received attention from the Council, to wit, the need for a deep water wharf at the quarantine station at Grosse Isle, where steamships could disembark their sick passengers at all states of the tide. With the meagre facilities now provided there, enormous difficulties would be encountered in the event of an epidemic. The Council represented the circumstances to the Department of Agriculture, and hopes that at an early date the construction of such a pier may be commenced.

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

In the matter of a hydrographic and tidal re-survey of the Gulf and River St. Lawrence, which the Council has for several years past endeavoured to obtain, the following extract from a letter addressed on 28th June to this Board, by the Deputy Minister of Marine, shows that it is in progress:—

“As regards the hydrographic re-survey of the Gulf and River, I beg to inform you that the Survey at present is being conducted by Staff-Commander Maxwell in the Steamer *Gulnare*, and the expense is being borne partly by Her Majesty's Government and partly by the Dominion Government.”

UNDERWRITERS' TIME LIMIT FOR STEAMERS ENGAGED IN THE
ST. LAWRENCE TRADE.

The representations made by the Council in 1886 regarding the extension of the time limit on hulls engaged in the St. Lawrence trade were duly communicated by the Department of Marine to the Committee of Lloyds', London, England, who, in acknowledging receipt of same, state that the Committee had done its best to bring the Council's views to the notice of the underwriting companies in England, but that as that body had no control over the conditions of insurance required by underwriters or marine insurance companies, the only action it could take was to make such aware of any information regarding the St. Lawrence route that might be communicated to Lloyd's.

THE HARBOUR AND CHANNEL.

In reply to a communication addressed on 3rd November to the Harbour Commission, anent the shoals in the harbour and in the river channel near Montreal, a reply was received stating that the Chief Engineer of the Commission had been asked to report on all the dangerous and difficult parts of the channel, and to estimate the cost of removing the shoals in the harbour and St. Mary's current.

The Harbour Commissioners also complied with the request of your Council, made at instance of the shipping interest, that the river buoys between Montreal and Quebec should be left in position until the last vessel has passed down before the close of navigation.

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

MONTREAL, 31st December, 1887.

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

GENTLEMEN,—I have the honor to report that the work of deepening the channel between Quebec and Montreal has been prosecuted during the season of navigation to the full capacity of the plant possessed by the Trust, and with satisfactory progress.

The channel will be completed to 27½ feet, and otherwise improved at certain points during the season of 1888.

The business of the past year compares favorably in extent with former years, and it is noteworthy that the character of the business was of a more permanent character than that of previous favorable years, inasmuch as the grain shipments consisted largely of choice hard wheat from Lake Superior, and shipped for regular millers' trade to the principal ports of Great Britain.

The prospects are that Montreal will, in the immediate future, have the opportunity to largely increase her export trade; Manitoba will probably export from the crop of '87 not less than eight million bushels of wheat, and the Min-

neapolis-Sault St. Marie connection with the Canadian Pacific Railway will offer a share of a flour trade aggregating one hundred and twenty thousand barrels weekly.

The vital question to the interests of Montreal is how this prospective trade is to be met. Practically the harbour accommodation remains where it was ten years ago, before the Canadian Pacific Railway was in existence, or a cargo of wheat from Lake Superior, or a car of flour from the Far West, for export, had reached this port.

The Board of Harbor Commissioners are helpless in the matter, burdened with the interest due upon the Lake St. Peter debt, no funds are available for harbor extension.

I would respectfully urge upon your Board the expediency of adopting some active measures by which the Government may realize the necessity of relieving the revenues of the harbor from the outside burden placed upon them, in order that the Commissioners may adopt prompt measures to extend the accommodation in the harbor essential to the growing trade of the Dominion.

All of which is respectfully submitted,

HUGH McLENNAN,
*Harbor Commissioner,
Representing Board of Trade.*

GRAIN ELEVATING SERVICE IN THE HARBOUR.

The Council, at the instance of the Corn Exchange Association, communicated before the opening of navigation with the Montreal Elevating Company in regard to certain improvements desired by the trade in the elevating service at this port, which, however, have not as yet been conceded.

It being considered necessary that the weighmen employed in the various elevators and warehouses should be sworn in, the Council obtained from the Government, at last session of the Dominion Parliament, the passage of an Act providing for the examination and licensing of weighers by Boards of Trade, and for the administration of an oath to them by Justices of the Peace.

PORT WARDEN OFFICE.

The death of Captain David Ross Kerr, the Port Warden, occurred on 13th April, 1887, after eleven years of service, he having been appointed 29th May, 1876. During that period Capt. Kerr's close attention to the duties of his office, and his intelligent and courteous administration of its rules, won the confidence of the mercantile community and contributed largely to the good reputation the Port Warden Office now enjoys in shipping circles. The Council is conscious that by Capt. Kerr's death the Board lost a faithful and valuable officer.

The near approach of the opening of navigation made it imperative that the vacancy created by the Warden's death should be filled without delay, and the Council, acting on the recommendation of the Board of Examiners and under provisions of Act. 45 Vic., Chap. 45, Sec. 3, nominated the Deputy Warden, Mr. Jas. G. Shaw, to the Governor-in-Council for promotion to the wardenship, which nomination was confirmed by Order-in-Council of 25th April, the Council then appointed Capt. G. W. Morrison to be the Deputy Warden, and as both these gentlemen were already thoroughly conversant with their respective duties, the Council's expectation that they would continue to be well performed has been fully justified.

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

OFFICE OF THE PORT WARDEN,

MONTREAL, 31st December, 1887.

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

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

Navigation opened on the 1st May with the arrival from winter quarters of a number of small craft, and on the 3rd May the steamship "Oregon," Captain Williams, of the Dominion Steamship Line, arrived from sea, other vessels rapidly followed, and on the 25th May the first sailing vessel, the barque "Lady Dufferin" laden with sugar, arrived from Halifax where she had wintered, the season being too far advanced for her to come up the River St. Lawrence last year.

The steamship "Concordia," Captain McLean, was the first vessel to arrive by the way of the Straits of Belleisle, having passed through them on the 12th June, and reported the usual amount of ice. There have been no casualties reported to any of our fleet in the Straits this season.

The steamship "Katie" sailed on the 25th November, and the barque "Marcello de Marie" on the 28th, being the last sea-going vessels to leave port—the latter vessel, however, winters at Quebec.

There have been 356 vessels, aggregating 601,692 tons, entered at this office this season, viz.: 296 steamships, 561,120 tons, and 60 sailing vessels, 40,842 tons, being eight vessels less than in 1886, but an increase of 9,557 in tonnage.

It is satisfactory to state that no vessels have been reported missing or lost in this trade during the past season.

The shipment of grain has decreased 2,766,328 bushels from that of 1886, the quantity being 11,470,649 bushels this season, against 14,236,977 bushels last year. Other articles of export,—phosphates, minerals, butter, cheese, etc., have increased considerably in quantity, especially lumber, there being 4,008,014 feet over the shipment of 1886. Deals have decreased 3,709 standards.

Shippers, taking advantage of the large number of steamships carrying general cargoes, have, by shipping their goods in smaller quantities at a time, increased very considerably the work of the office in collecting its revenues. This and the extension of the wharfrage accommodation down the river, with the increased size of the vessels and the rapidity with which their cargoes are discharged and loaded,

has kept all the members of the staff of this office—by whom I have been ably supported in the work—busy during the season.

I beg to draw your earnest attention to the necessity of having a Graving Dock built here. Each season, vessels arrive in port damaged by various causes; surveys are held, and in some cases permission is granted to load cargo for Great Britain, to be docked and repaired on arrival there; others are ordered to be docked at Quebec, involving considerable risk and loss of time in going to and returning from that port, besides demurrage, waiting tides, etc., all of which would be avoided had we a proper dock into which deep draught vessels could be taken at any hour regardless of tides, and a large amount of money for the purchase of materials and making repairs would be expended in the city. Taking into consideration that the number of steamships trading to this port has increased from 106 of 87,719 tons in 1866, to 247 of 261,764 tons in 1877, to 600 of 807,471 tons, besides 55,108 tons of other sea-going vessels this year, and still expanding rapidly, as the import of coal alone was 378,675 tons against 289,823 tons in 1886,—an increase of 88,852 tons this season—it is hardly creditable that such an amount of shipping should be without the facilities for making repairs when required. The wharf frontage for large steamers carrying general cargoes is also inadequate to the continually increasing growth of this the principal port of the Dominion, and on which the prosperity of the country so largely depends.

The new system of keeping the records of this office, inaugurated by the advice of the Board of Examiners at the commencement of the season, has worked very satisfactorily.

I cannot close this report without paying a tribute of deep respect to the memory of the late Port Warden, Captain David Ross Kerr, who performed his official duties faithfully and well for the period of thirteen years. His unvarying kindness of manner, integrity and courtesy towards the members of his staff and all who did business with the office, will long be remembered in this port.

I am, Gentlemen.

Yours respectfully,

JAS. G. SHAW,
Port Warden.

THE CUSTOMS LAWS.

The dissatisfaction expressed by importers regarding the administration of the Customs Laws, led the Council early in the year to arrange for an interview with the Minister of that Department (Hon. Mackenzie Bowell), when the following suggestions were placed before him:—

1. That the formal Customs oath be dispensed with, the signature of the importer himself affixed to the invoice being substituted therefor as a warranty of its genuineness, due penalties being provided for any wrong doing.
2. That the system of allowing appraisers to share in the fines be abolished, and that they be paid fixed and sufficient salaries.
3. That where there is a difference of opinion between the importer and the Customs, the matter be referred to arbitrators—one to be chosen by the importer, one by the Collector, and in case of disagreement the matter to be decided by a third arbitrator chosen by the two first.

The Minister expressed his general concurrence in these views, and further expressed his desire of removing the decision of matters in dispute from the heads of the Customs Department to a judge appointed for the purpose, which idea was approved of by the Council. The Government has, it is understood, since met in great part the views of the Board.

TARIFF CHANGES.

The duties levied on packages under the amended tariff were so inequitable, and proved so burdensome to the wholesale paint and oil trade, wholesale druggists, and importers of fancy articles, that the Council authorized the sending to Ottawa of a deputation of those aggrieved, which was successful in procuring the resumption of the former package clause. Some amendments to the tariff desired by the wholesale dry goods merchants were also obtained under the Council's auspices.

IMPORTATION OF OLEOMARGARINE IN BOND.

The importation of this article into Canada being forbidden, a difficulty arose in April regarding its trans-shipment in bond at this port, which appeared to be illegal. However, upon representation being made to the Minister of Customs that large shipments of oleomargarine for Newfoundland would travel via New York instead of Montreal were such trans-shipment not permitted, he gave instructions under which its carriage in bond by the St. Lawrence route is allowed.

ABOLITION BY QUEBEC LEGISLATURE OF TAX ON COMMERCIAL TRAVELLERS.

The Council, at the request of the Dominion Commercial Travellers' Association, petitioned the Quebec Parliament in favour of a bill abolishing the municipal taxes levied upon commercial travellers and transient merchants, and while the burden of securing the passage of that bill was borne by the Travellers' Association, the Council is glad to have assisted then and previously in procuring the abolition of so oppressive a tax. The Act went into operation in May last, but the cities of Quebec and Three Rivers were exempted from its provisions until 1st May, 1888.

TAXATION OF PERSONAL PROPERTY BY MUNICIPAL COUNCILS.

At last session of the Quebec Legislature the Council successfully opposed by petition, a bill entitled "An Act to authorize Municipal Councils to pass by-laws providing for the taxation of personal property."

Under the provisions of this objectionable bill, the assets of a trader, such as stocks of goods, accounts and debts, would be liable to taxation without regard to the amount of his liabilities. It was considered that the taxation of incomes might lead to fraudulent misrepresentation by dishonest persons, while the taxing of mortgages would virtually be an increase of taxation on real estate, as the mortgagee would naturally stipulate for his interest plus the tax.

AN ACT TO INCORPORATE THE MONTREAL TRAMWAYS COMPANY.

This most extraordinary bill met with unqualified disapproval from your Council, as being contrary to public policy and to the interests of this city. It proposed to empower the Company to expropriate in this city and adjoining municipalities, without the concurrence of the city authorities, properties necessary for its roadways,—to convey passengers by means of omnibusses or tramways over any streets or highways in same districts without any restrictions as to fare to be charged,—further, it vested in the Company the ownership of the streets and roads opened up by it, and the right of refusing to permit the establishing thereon of any tramway, surface, or elevated railway.

The Council petitioned strongly against such legislation, and the bill though subsequently rendered less objectionable by amendment, was thrown out.

COMMERCIAL CORPORATIONS TAX.

While the Council deemed it useless to oppose the enforcement of this tax, it certainly is the duty of this Board to exercise watchfulness to secure protection in the future from similar legislation in this Province.

AMENDMENTS TO CODE OF CIVIL PROCEDURE.

A circular letter has been recently received from the Hon. the Provincial Attorney-General stating that the law officers of the Crown at Quebec are drafting amendments to the Code of Civil Procedure, with a view of rendering the application of the Code easier, simpler, and less onerous, and that he would be much obliged if the Council would send in suggestions on this subject.

The Council will therefore be glad to receive from members and others interested *written* opinions as to what amendments, if any, are desirable to the Code of Civil Procedure as at present compiled, in order that it may forward such to the Attorney-General at Quebec.

INSOLVENCY LEGISLATION.

The Council, noting that Mr. Edgar had again introduced in the Federal Parliament, his bill for the Discharge of Insolvent Debtors, strenuously opposed it by petition, and enlisted the assistance of the city M.P.'s, and finally sent a deputation to Ottawa. The Council is glad to record that the Committee on Banking and Commerce rejected the bill on a vote of 33 to 20.

In compliance with the resolution adopted by the Board at the April quarterly meeting, objecting to clauses 1 and 4 of a bill introduced into the Ontario Legislature restricting the appointment of assignees for insolvent estates in Ontario to residents of that province, the Council made representations against such legislation to the Honourable Attorney-General and to the Toronto Board of Trade; that Board at once co-operated with your Council in endeavouring to procure the elimination of the objectionable clauses from said bill, but their joint efforts were not successful, the bill being carried without amendment, and it is therefore now law in Ontario.

Several members of the Board having urged the Council to take advantage of the Quebec Conference of Provincial Premiers, by making representations to it regarding the need for assimilating the Insolvency laws of the various provinces, the Council took the subject into consideration and adopted the following memorandum, which was printed and sent to each of the Premiers :—

MEMORANDUM submitted by the Council of the Montreal Board of Trade, regarding the desirability of uniform Insolvency Legislation in the various Provinces of the Dominion.

The absence of an Insolvent Law for the Dominion of Canada renders it very desirable that legislation on the part of the several Provinces should provide every facility for procuring control of, and distributing equitably the estates of debtors after they have become insolvent. The Act at present in force in Ontario, contains no provision by which a debtor can be compelled to deliver up his estate to his creditors, although admittedly insolvent. Under the Quebec Act a debtor under such circumstances is liable to have a *captas* issued against him, the effect of that is generally sufficient to procure a judicial abandonment of the estate, and a similar provision in the Ontario Act, in the absence of efficient means for attaching the estate of an insolvent debtor, is much to be desired; of course it would be preferable that power to attach the estates of insolvent debtors should be granted, if that can be done by Provincial Legislation. The existing provision in the Ontario Act restricting the qualification for the position of Trustee to residents of the Province, does not work fairly to creditors in Quebec; it tends to interfere with the harmony which is desirable among creditors working together for their joint benefit, and as no such discrimination exists in Quebec against creditors out of the Province it is submitted that this sectional restriction ought to be abolished; creditors may safely be left to attend to the care of their own property, and they

will best promote the general interest by being relieved of restrictions in the choice of an Agent.

In regard to the examination of debtors and others touching the affairs of an insolvent, the law of Ontario is decidedly superior to that of Quebec, and the enactment of similar provisions for such examinations in Quebec would much improve the efficiency of the law.

In the other Provinces of Canada there appears to be no attempt to provide means for a just distribution of the estates of insolvent debtors.

The preferential assignments and Bills of Sale which are upheld by the laws of the Maritime Provinces, are exceedingly unjust in their operation as regards the general body of creditors; preferences of that character are quite unsuited to existing commercial practice, and tend to lower the credit of Canadians in the estimation of creditors abroad, because of the unjust operation of the laws referred to towards such creditors as may not be in a position to procure reasonable consideration at the hands of the debtor. It is therefore submitted that the power to grant preferences should be abolished, and provision made for an equitable distribution such as is contemplated by the laws of Ontario and Quebec; legislation for that purpose is also required in Manitoba and British Columbia.

As far as may be practicable an assimilation of the laws of all the Provinces regulating the dealing with insolvent estates ought to be brought about, so that a creditor in any part of Canada could readily understand his rights in an insolvent estate wherever situated, this is an important feature of the subject, and one to which it is desired to direct special attention in order that uniformity in the desired legislation may be brought about. The differences in the provisions of the existing enactments are productive of difficulty and uncertainty to creditors; these grievances would cease upon the assimilation above suggested, and in consideration of the importance of the whole subject, it is most desirable that the necessary legislation, uniform in character, be enacted by the several Provincial Parliaments.

OFFICE BOARD OF TRADE,
Montreal, 15th October, 1887.

Subsequently the Council, by deputation, explained its views regarding Insolvency Legislation to the Premiers assembled at Quebec, being assisted therein by delegates from the Quebec Board of Trade, and a strongly worded communication from the Toronto Board. These representations were most cordially received by the Conference, and careful consideration promised, which it would seem was given, for in the series of resolutions that were the outcome of the deliberations of the Premiers the two following appear :—

INSOLVENCY.

14. That by the British North America Act the jurisdiction with respect to bankruptcy and insolvency is assigned to the Federal Parliament; that there is no Federal law on that subject now in force; that, in the absence of a law for the whole Dominion, it is in the public interest that each province should be at liberty to deal with the matter subject to any Federal law which may thereafter be passed; that it is doubtful how far under the present provisions of the Act the Provincial Legislatures can deal with the subject; and it is desirable that the Act be amended by expressly giving to the provinces the necessary jurisdiction, in the absence of and subject to any federal law.

ASSIMILATION OF THE LAWS.

20. That it is desirable that the laws of the several provinces for the enforcement of debts should be assimilated as far as may be consistent with the different legal systems prevailing in the respective provinces; that this Conference is of opinion that such assimilation should include provisions against preferences by insolvent debtors, and provisions for the examination of debtors, and for taking speedy possession of an insolvent's estate for the benefit of his creditors; so far as these subjects can be dealt with by the Provincial Legislatures.

ACTION OF MERCANTILE AGENCIES IN MATTER OF INSUFFICIENT INSURANCE AGAINST FIRE.

The difficulty of ascertaining whether country merchants were sufficiently insured against fire, led the Council at close of 1886 to ask the assistance of the Mercantile Agencies in procuring information, with the result that both "Dun Wiman's" and "Bradstreets" have adopted means which generally enable them to inform their subscribers of the amount of fire insurance carried by any retail merchant in whose standing they may be interested. This matter is of great importance to the wholesale houses granting lines of credit to their customers.

DEPOSITS ON ACCOUNT OF AVERAGE BOND.

Representations having been made to the Council that the system prevailing here of exacting deposits on account of average bond without allowing interest thereon, was felt to be a grievance by some of our members, a special committee was appointed to give attention to the subject, which, after informing itself as to the Boston and New York systems, presented a report that was adopted by the Council, and recommended to the shipping agents and average adjusters at this Port with the view of procuring the adoption here of its recommendations, as follows:—

"That it is right and desirable the Insurance Companies with whom goods are insured, should make the necessary deposit on goods insured here."

"That in all cases, any portion of the money deposited which is not required for immediate expenditure for salvage charges and other expenses incurred by ships, should be deposited in a bank at interest, and that when average is settled merchants should be allowed their portion of interest so earned, and underwriters should pay interest on the amount actually expended until they repay the same."

BANK FAILURES AND CONSEQUENT RISK OF LOSS TO HOLDERS OF THEIR NOTES.

The recent failure of an Ontario bank was the occasion of a discussion by the Council as to the advisability of endeavouring to procure legislation to protect holders of notes from risk of loss when a bank is in difficulty or liquidation; but the Council has not yet resolved upon definite action.

PROTECTION OF THE CITY AND NEIGHBOURING DISTRICTS FROM INUNDATION.

This subject has, in one form or another, occupied your Council at many meetings held during the year, and it unfortunately appears likely to demand further attention, for excepting the Point St. Charles embankment, which is yet unfinished, no permanent protective works have been decided upon or undertaken.

An interim report of the Flood Commission, dated 5th May, reached your Council a few days later, and on 13th, a largely attended conference meeting, called by the Mayor, was held at the City Hall and attended by representatives of the City Council, the Harbour Commission, the Board of Trade, the Corn Exchange Association, and of citizens generally. The Commission's report was submitted, its recommendations being: 1. The erection of a temporary dyke upon the top of the revetment wall; 2. The construction of a permanent dyke at Point St. Charles. The report, however, gave considerable prominence to the idea of raising the whole wharf level, as a means of permanent protection, although it did not actually endorse such a scheme, and this gave rise to much discussion. The meeting finally adopted a resolution proposed by your President as follows:—

That a deputation, composed of Messrs. W. W. Ogilvie, R. Archer, Hugh McLennan, A. F. Gault, E. K. Greene, E. B. Greenshields, J. A. Cantlie, R. Paton McLea, J. B. Rolland, Alfred Thibaudeau, C. P. Hébert, Senator Thibaudeau, J. B. Dufresne, N. Vallée, D. A. P. Watt, Charles H. Gould, Andrew Allan, W. C. Munderloh, A. Schwob, P. P. Martin, James Coristine, H. Shorey, A. A. Ayer and G. A. Drummond, proceed to Ottawa in connection with the committee of the City Council and urge the following measures: 1, that a commission of engineers be appointed and their duties be extended to include the preparation of a comprehensive plan of city protection and harbor improvement; 2, that the Government be asked at once to assume the cost of the channel and relieve the commerce of the city from any charge for the past expenditure or its future maintenance or extension; 3, that the construction of the improvements of the harbor and its future management be controlled by the Harbor Commissioners; 4, that it be a direction to the said committee to consider in what manner or degree the harbor and riparian works required for the protection of the city, should be aided by the Federal or Provincial Governments or both, and to press for such proportion of aid as may be deemed desirable.

At a meeting of the gentlemen named in the foregoing resolution, held in the City Hall on 16th May, a somewhat different deputation was appointed to lay the matter before the Government, which it did on 18th May, and the following memorandum regarding representations made at that interview by the delegates, was prepared by your President and incorporated by orders of the Council in its minutes:—

A delegation of citizens of Montreal, including representatives of various public bodies, viz., the Montreal City Corporation, the Montreal Board of Trade,

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the Harbor Commissioners of Montreal, the Shipping Interest and the Citizens' Committee, to-day waited on the Hon. the Minister of Public Works, and made representations to the following effect :

1. That the city of Montreal has been visited at intervals for years, and each spring and fall for the past two consecutive years, with disastrous inundations, which have caused widespread distress among the poorer classes of citizens and destruction of property to merchants and manufacturers.
2. That the citizens generally, accustomed as they have been to consider these floods as beyond control, and to hope that they might, as in former years, cease in themselves, are now thoroughly aroused, and determined that active measures to defend the city are the imperative question of the hour.
3. That immediately on receipt of the report of the commission of engineers charged with the duty of reporting on the subject, the City Council met and unanimously resolved to proceed at once with the works recommended by that commission to guard against future floods, these works consisting of a permanent dyke to protect the south-western suburbs, and a temporary one on the river front, with all needed sewers and pumping apparatus, the whole estimated to cost nearly \$200,000.
4. That permanent works for the protection of the remainder of the city, involving as they do, important works in close proximity to the harbour and wharves, have only been sketched out and presented in various alternative forms by the engineers, and cannot be dealt with until better defined.
5. That the delegation contends that the Government of the Dominion has a joint duty with the city in the construction of these defensive works.
6. That the Government owns, within the city limits, valuable properties affected by floods and to be benefited by the works proposed, and, moreover, that these properties are exempt from civic taxation and contribute nothing to the city revenue, though sharing in the general benefits of all civic expenditures and protection.
7. That it is asserted that in many other countries the protection of important cities from floods is accepted as a duty of the state, either in whole or in part, and the examples of Hamburg, Antwerp, and some other places were quoted.
8. That besides Montreal, other localities on the banks of the river, such as Laprairie, Longueuil, etc., had suffered, and it was stated that, in the opinion of many citizens, the retention of the winter ice in the basin of Lake St. Louis by piers and booms, would very probably prevent the ice jams below the city, which are the cause of these floods ;
9. That the banks of the lower reach of the Lachine canal, from its entrance in the harbor to the St. Gabriel locks, were submerged in these inundations, and that as this is exclusively a Dominion work, and its banks and the mill sites belong to the Dominion, it must necessarily be guarded by and at the expense of the country ;
10. That it is objected on the part of the shipping interest that the business of the port, for which the present accommodation in the harbor is insufficient, could not subsist with any extensive changes of the level of the wharves, as alluded to by the flood commission, and further, that the shipping and goods coming to the port should not be burdened with any charges in respect to prevention of inundations.
11. That for the foregoing reasons it was asserted that the protective works should be constructed at the expense respectively of the Dominion Government, of the Government of the Province of Quebec and of the City of Montreal, but no expression of opinion was given as to the proportions to be borne by each.
12. That thereafter the larger question of the construction and cost of the ship channel between Quebec and Montreal was entered on fully, the minister being informed that although this subject was in no direct way connected with the inundations, it was deeply impressed on the citizens of Montreal, that in view of the large expenditure in connection with the present crisis, now was the time to urge on the Government the assumption of the channel debt.

13. That the ship channel from Montreal through Lake St. Peter is essentially a Dominion work, as much so as the St. Lawrence canals, benefiting not Montreal alone, but affecting the cost of all movement of goods from Ontario and westward to and from the ocean.

14. That in view of the settled policy of the Dominion and Provincial Legislatures to aid with grants of money, commercial companies which build and operate railways, there is no reason why monies advanced to construct this canal under water should be a burden on the trade passing through it.

15. That the benefit of the remission of interest prayed for should be adjusted in lessening the dues now exacted on ships and goods passing through the ship channel, and should in no sense be considered a concession to Montreal.

16. That the accommodation in the harbor of Montreal is now insufficient for the trade, but the fact that the dues now levied are admittedly heavier than the competing ports, such as New York, has stopped improvement, prevented all extension and adversely affected the entire trade of the St. Lawrence route.

17. That this subject had been brought again and again before the Government in recent years, and the justice of the claim that it should assume the channel debt admitted, but for one reason or another, no action had been taken, and it was strongly urged that the promises so often made should now be redeemed and a Government measure dealing with it introduced in the present session of Parliament.

In replying, the Minister (Hon. Sir Hector Langevin), promised careful consideration, and suggested that the deputation prepare a memorandum, setting forth its views on the questions raised, and what it expected from the Government. The Minister in conclusion expressed a hope that the Government would not be long in taking up the matter and dealing with it, which aspiration is most earnestly shared by your Council. The memorandum was prepared by the Mayor on his return to the city, signed by him and your President, and forwarded to Ottawa on 21st May. So far as the Council is aware, no action whatever was taken by the Government, nor any assistance given, and the question of permanent protective works in front of the city has practically been dropped out of sight, but it is hoped, that upon receipt of the final report of the Flood Commission, the question will be re-opened.

The erection of a permanent defence against winter floods, and the construction of improved and extended harbour works, are inseparably connected, and must be treated as one matter. Your Council trusts that this vital subject will be taken in hand by some competent authority, and most vigilantly watched by this Board.

TRANSFER OF THE ABATTOIRS AND CATTLE MARKETS.

The Council met specially on the day this subject was to come before the City Council, and adopted a resolution stating that it viewed with apprehension the proposal to alienate these properties from the City, and urging that the City Council take no present action in the matter, but that it publish in full all proposals received, with such evidence of the

value, present and prospective, of the rights and revenues applied for, as would enable citizens generally to form an intelligent opinion on the question of their transfer from the City. This resolution was communicated to the City Council, and no transfer of the Abattoirs or Cattle Markets has yet been made.

THREATENED ENCROACHMENT ON THE MOUNTAIN PARK.

Understanding that the promoters of the Botanic Garden intended to renew their application for a portion of the Mountain Park, the Council again opposed such a diversion of the property, by adopting on 23rd May, and communicating to the City Council, the following resolutions:

"Resolved, That the Council of the Montreal Board of Trade begs to renew its remonstrances against the granting of the application for the lease of a portion of Mount Royal Park for a botanic garden;

"That the Mount Royal Park is believed by the Council to be absolutely unrivalled for its natural beauties, presenting as it does in close proximity to the city, an endless variety of scenery, and that its main value to the citizens is as a place of healthful amusement and recreation;

"That the fencing in of any portion of it for any purpose whatever, and under any regulations, is to be most jealously resisted by every citizen who desires to hand down this noble property unimpaired to future generations;

"That the granting of a site for the Victoria Hospital is only to be approved on the ground that the portion wanted is really not an integral portion of the Park, and in view of the magnificent character of the gift of money for the construction of that hospital;

"That the Council of the Montreal Board of Trade, therefore, most earnestly and respectfully recommends the City Council to record an inflexible rule that no grant of any portion of the Park property whereby it would be abstracted from the citizens shall be made, and that no change of its present characteristics of grass and shade shall be permitted."

INCREASE OF RATES OF PREMIUMS FOR FIRE INSURANCE.

The circumstance that the numerous fires occurring in this city were proving more disastrous than was warranted, owing to the inefficiency of the Fire Brigade service, rendered it probable that an increase of rates of insurance premiums would result. The Council, therefore, in the hope of avoiding such an increase, proposed to the Mayor and Aldermen that a meeting between an independent Committee of Aldermen and the representatives of the Fire Insurance Companies should be arranged, with a view to placing the Fire Department on a scale of equipment demanded by the growth of the city and the increase of the property at risk. Instead of this, however, the Fire Committee held an investigation, in which your Council took no part, and meantime the Fire Insurance Companies, on the 19th September, advanced the rates of premium in this city about 10 to 20 per cent.

SUNDAY TRAIN SERVICE FROM NEW YORK.

The great inconvenience entailed on trans-atlantic passengers and others arriving in New York too late for the Saturday evening train, and the delay in the transmission of the English mail via that port, induced the Council to make representations to the railway companies as to the need for a train to arrive in Montreal on Monday morning, with the result that in June such a service was established, so that passengers are no longer subjected to the vexatious delay formerly experienced, and the transmission of the inward European mails via New York has been considerably accelerated, to the great advantage and convenience of the business community here.

LEVEL RAILWAY CROSSINGS.

The Council regrets to report that its endeavour to induce the Grand Trunk Railway authorities to raise its track, so as to avoid level crossings in the city and suburbs, was unsuccessful; and the erection of the new Bonaventure Station, now nearing completion, will render much more difficult any future attempt in this direction.

Quite recently, the Montreal Turnpike Trust has sought and obtained the Council's support in endeavouring to procure the erection of gates or the placing of watchmen at those railway crossings in the island of Montreal which intersect the most frequented roads.

BUCKET SHOPS.

The Council's attention was in October directed to the evil results of the Bucket Shops existing in this city, affording as they do to men of small means, an easy method of gambling under the guise of commercial speculation, and it was agreed that at the next Session of the Provincial Legislature, an attempt should be made to procure legislation to suppress them. Since then the newspapers have, the Council is glad to note, ventilated the subject, with the result of stirring up public opinion against this most illegitimate business.

CIVIL CODE RESTRICTIONS REGARDING WINDOWS, &c., OVERLOOKING ANOTHER PERSON'S PROPERTY.

The restrictions regarding windows, wall-lights, galleries, side-openings, &c., overlooking another person's property, specified in Articles 534 to 538 inclusive, of the Civil Code, being represented to the Council

as opposed to the health and interests of a large city having a dense population, and moreover as being peculiar, on this continent, to the Province of Quebec, the Council, by resolution, requested the Corporation to introduce into the revised City Charter a provision exempting this city from the operation of said Articles, and substituting therefor similar provisions to those existing in Ontario, whereby the proprietor may obtain a view from his building without any restriction, but always without depriving his neighbour of the right to build in any manner he may choose upon his own land.

THE TORRENS SYSTEM OF LAND TRANSFER.

In accordance with the terms of the following resolution adopted at the Quarterly Meeting of the Board, held on 5th April 1887, this subject was considered by the Council, who referred it to a special committee to examine and report thereon :—

RESOLUTION.—Whereas transactions regarding real estate in this Province are attended with much delay and expense, as compared with the system in force in Vancouver Island, British Columbia, Manitoba, the North West Territories, part of Ontario, and the Australian Colonies ;

And whereas, no sufficient guarantee of title to real estate exists in this Province, thereby involving holders of real estate in much risk ;

It is therefore Resolved, That the Council of this Board is hereby requested to take into consideration the provisions of what is known as the "Torrens System of Land Transfer," and to adopt such methods, by petition to the Legislature or otherwise, as in the opinion of the Council will be most effective in procuring the adoption of the Torrens System in this Province, so as to reduce the cost in time and money now involved, and afford holders of real estate the guarantee of Government for security of their titles, in the same manner as such reduced cost and guarantee are enjoyed by property owners in the other Provinces and Colonies above-mentioned.

The Special Committee, Messrs. Jas. P. Cleghorn, C. P. Hébert, and Thos. Darling, made a complete and exhaustive report, which was adopted by the Council and printed for distribution ; it is as follows ;—

REPORT OF THE COMMITTEE APPOINTED BY THE COUNCIL OF THE MONTREAL BOARD OF TRADE TO ENQUIRE INTO THE PROVISIONS AND OPERATIONS OF THE TORRENS SYSTEM OF LAND TRANSFER :—

The Torrens system was introduced in South Australia in 1856, and was soon afterwards adopted by the other governments of Australasia. Vancouver Island has had the system in force since 1861, and British Columbia since 1870.

In Ontario, the Land Titles Act came into force on the 1st July, 1885. In Manitoba the Real Property Act of 1885, took effect on the same date. On the 1st January, 1887, the Territories Real Property Act came into force, and the outlying districts of Ontario have since been brought under the law, which has, therefore, been adopted by all that portion of the Dominion west of the Province of Quebec.

The Ontario Act is founded on the Land Transfer Act, 1875, of England ; the other Canadian Acts are founded on the Australian Acts, and are simpler in their provi-

sions than that of Ontario, although the principle involved is the same in all. The great features of the Torrens system are; 1. Simplicity and security of title, and 2. Facility and economy in transferring and dealing with real estate.

As to the title, the existing practice of the registration of deeds is abolished, and in its stead there is registration of title. This is accomplished in the first instance by the owner establishing from existing documents the validity of his title, whereupon the documents are retained by the Master of Titles, who issues in their place a certificate of title, which is guaranteed by Government; each subsequent proprietor receives a similar certificate, so that the evidence of title never involves more than one document.

For the purpose of arriving at a proper knowledge of the working of the Act, the office of the Master of Titles in Toronto has been visited, and the experience of real estate owners having business with that office has been enquired into, with the result that the Act has proved to be all that was expected of it. Dealings in land have, in consequence, undergone a radical change, to the very great advantage of those who are parties to the transactions.

The cost of bringing properties under the Act is quite moderate, as may be seen from the report of the Master of Titles of the 6th March, 1886, in which he says: "The titles in Toronto and its vicinity are, as a general rule, traced through so many hands that, to require applicants to produce certified copies of the memorials of all instruments, the originals of which they are unable to obtain, would cause so heavy an expense as to seriously interfere with the working of the Act, and I have, therefore, adopted the practice of examining memorials at the registry office, in lieu of requiring certified copies."

The highest amount charged in the Master's office was \$35.80, on a property valued at \$100,000, and the lowest amount \$12.05 on a property valued at \$1,650, the valuator's fees and registration of the certificate in the old registry office being included in these charges. The following are the items in a bill for bringing a property worth \$125,000 under the Act:

Hearing objection of E.....	\$ 1 00
Examination of thirty-six instruments.....	18 00
Proceedings in case, \$2 and \$1.....	3 00
Amendment of application, two folios.....	0 40
Entry.....	1 40
Certificate.....	4 00

Disbursements.

Paid engrossment and parchment (the applicant desiring a parchment certificate.....)	\$ 4 00
Paid registry of first certificate.....	1 00
Total.....	<u>\$ 32 80</u>

There is, in addition, the cost of advertising, where that is deemed necessary, and a payment of a quarter per cent. on the value towards the guarantee fund. This charge is considered by proprietors unnecessarily high, experience in Australia having shown that one-fifth per cent., and in some parts one-tenth per cent., has been largely in excess of the calls upon the fund. In the Territories, the charge for the assurance fund is one-fifth per cent. on properties under \$5,000 in value, and one-tenth per cent. on properties over that value. In Manitoba the charge is one-tenth per cent. in every case, and a further charge of one-quarter per cent. each time a property is transmitted by inheritance, this being in effect a legacy duty. Subsequent dealings with properties leave nothing to be desired on the score of economy. A transfer or mortgage to any amount costs \$1.40 for recording, 30 cents search of title and 30 cents search for sheriff's executions, in all \$2. Transfers under a sheriff's sale are recorded at the same cost, and when it is

considered that in Montreal the registration alone of a sheriff's deed sometimes costs the buyer of the property as much as \$30, the advantages of the new system are sufficiently clear. When a mortgage requires a certificate of charge a small additional fee is payable.

The economy in time is on a par with the economy in money. A transfer or mortgage can be filled up, executed and recorded in an hour. In one instance thirty-two mortgages, covering an amount of over \$120,000, were transferred to the purchaser, the transfers recorded, and the consideration paid over within two and a half hours, at a cost of \$70 in all, no professional assistance being required.

The property chiefly brought under the Act so far has been such as it was proposed to sub-divide for building lots. One examination of title suffices to establish its validity, after which each purchaser obtains the Government guarantee without charge. Such properties are advertised as possessing a "Torrens Title," that dispenses with all investigation; buyers select their lots; anyone of ordinary intelligence and education can fill up the form of transfer; the whole cost is \$2, or, if the buyer takes a certificate, \$4 additional, the transaction being completed on the spot. The consequence has been that properties have found purchasers whom the former tedious, expensive and hazardous system would have kept aloof, and dealings in land are now conducted with as little mystery and trouble as dealings in other commodities.

The value of properties entered in the Land Titles office in Toronto since the 1st July, 1885, has been \$1,200,000; the charge of $\frac{1}{4}$ per cent. for assurance operates against single lots of city property not capable of sub-division, being brought under the act; a reduction of the charge for assurance would doubtless tend to hasten the registration of title of such properties. Following the example of Australia and of Newfoundland, where the practice has existed for over fifty years, Manitoba and the Territories have abolished dower on real estate; Ontario has not yet done so, although the opinion is freely expressed that this provision of the feudal system ought to be got rid of. The right to dower on property acquired after marriage, as well as upon that owned previous to marriage, renders the law in Ontario all the more objectionable and doubtless adds to the difficulty of abolishing it. In Quebec dower attaches only to property acquired previous to marriage; the objections to abolishing the right would therefore be less serious. The tendency of the age is to remove the barriers which, under different circumstances, were created with regard to real estate for the benefit of a class, and it will scarcely now be seriously contended that rights in real estate are any more sacred than rights in other property. The abolition, therefore, of everything that tends to embarrass free dealings in land is a move in the right direction.

An important feature in the Torrens system is the refusal of Government to see to the execution of any trust. Here again immovables are placed on the same footing as movables; the representative of a vacant estate can convey a title with the same effect as the owner could have conveyed it, the buyer being secured in his purchase as completely in the one case as in the other. This is the practice in dealing with shares in companies or ships, and the indefeasibility of title under the act requires conformity in this, as in other respects, to the well established practice relating to chattels. Under the Torrens system, land is held to be chattels real, and as far back as 1832, the Real Chattels act of Newfoundland was passed, so that Quebec has not quite kept pace with the modern practice and principles relating to real estate.

The enactment of the Torrens system affects no existing rights, it being a matter of discretion with a proprietor to bring his property under the act. That the system is much wanted and ought to be introduced in this province cannot well be doubted. Dealings in real estate here are cumbrous, tedious, expensive and hazardous, as everyone with even a little experience will acknowledge. The multiplicity of wordy documents that go to make up a title, the extravagant charges in the registry office for a certificate, the advocate's fee for investigating a title, the high charges of notaries under their "ad valorem" tariff for conveyancing, the

further cost of registration, and, when all has been undergone, the insecurity of the title obtained;—all these are hardships to the community which ought not to be permitted to continue in the presence of a well established system by which such inflictions would be effectually removed.

The success of the Torrens system is largely dependent on the exclusion of all restrictions on the freedom of parties to transact their own business in their own way. It therefore follows that documents to be recorded will not be notarial; in fact, the requirements of the Land Titles office to have the original instruments deposited there would prevent the use of notarial copies; but, apart from that, the interests of the parties to a transaction are opposed to such a practice. Whatever necessity may have existed for exposing anyone to the risk of admitting a document to registration, merely upon the certificate of a notary that it is a copy of an original in his possession, exists no longer, and the Torrens system furnishes a favorable opportunity for confiding to the principals the transaction of their own affairs in land as in other matters; the guarantee of title will be quite satisfactory to an investor, who will readily discover that the filling up of a simple form is not a difficult or mysterious matter, necessitating the payment of an amount proportionate to the sum involved in the transaction for external assistance.

On the fitness and consideration of the Master of Titles much also depends; one of these officials in New South Wales had to be removed for his obstructive disposition.

The introduction of the Torrens system into Quebec would be advantageously accompanied by the incorporation of a short form of mortgage, such as is used in Ontario, in which a few words are held to cover certain covenants which would require long paragraphs to recite in full.

In conclusion, the subject here dealt with is one that affects the interest of the whole community; the facility for dealing rapidly and safely with land is of great importance in commercial matters, and exercises much influence in promoting the prosperity and contentment of all, particularly of the industrial classes. It is, therefore, suggested that the influence of the Montreal Board of Trade be used in endeavoring to procure the enactment of the Torrens system at the next session of Parliament. The scope of the act might be confined to the city and district of Montreal at the outset, as was done in Ontario, where the act extended only to the city of Toronto and county of York to commence with, provision being made for the further extension of its application.

The whole respectfully submitted.

Montreal, 19th May, 1887.

J. P. CLEGHORN.
THOS. DARLING.
CHAS. P. HÉBERT.

The various books of reference and pamphlets connected with this system can be seen in the Secretary's office by members and others interested. The Council hopes that an endeavour will be made at next session of the Local Legislature to procure the introduction of the Torrens System of Land Transfer into the District of Montreal.

INSPECTION AND OTHER OFFICES.

Flour and Meal.

Inspector, Louis A. Boyer. Board of Examiners, 1887:—A. E. Gagnon, Chairman; O. M. Gould, John Brodie, Hospice Labelle, Jas. S. Norris.

The Council, through the Board of Examiners, worked with other Boards of Trade to procure the amendments to the Inspection Act recommended

by the Dominion Board of Examiners at its annual meeting in November, 1886. Owing to pressure of Parliamentary business, the bill was about to be laid over for another year, but a strong delegation from the Montreal Examiners and the Corn Exchange Association, together with representatives from the Toronto, London, Hamilton, and Quebec Boards of Examiners, went to Ottawa and succeeded in procuring its passage. The Act provides that flour may be sold and inspected to sample for regularity, weight and soundness; and replaces the former classification of grades by the following:—

That of a very superior quality (roller process) by the words	}	"Patent (winter wheat)."
That of the second quality (roller process) by the words—		"Patent (spring wheat)."
That of the third quality by the word—		"Straight roller."
That of the fourth quality by the word—		"Extra."
That of another quality by the words—		"Superfine."
		"Strong bakers."

The revised grades did not go into operation until the new standards were distributed on 16th November.

Wheat and other Grain.

Inspector, Hospice Labelle. Board of Examiners 1887.—Hugh McLennan, Chairman; John Ogilvie, S. St. Onge, Robert Peddie, A. G. McBean.

The inspectorship of this office, rendered vacant by the death on 13th November, 1886, of Mr. Thomas Bickerstaff, was filled by the Government appointing Mr. Hospice Labelle thereto on 11th March 1887. That appointment was entirely satisfactory to the Board of Examiners and, the Council have reason to believe, to the trade generally.

Threatened Changes in Classification of Manitoba Wheat.—The grain trade of this port was much surprised by the issuance on 22nd December, of an Order-in-Council, changing the classification of Manitoba wheat specified in Section 44 of the Inspection Law, the more especially that the Government has hitherto used such extreme caution in amending this law, even when the Board of Examiners have represented the need of other and desirable changes. Opposition to the revised classification was at once developed here and in Toronto, for the lowering of the standards of Manitoba wheat effected thereby, would not only have caused great distrust and confusion among those who had contracted for delivery under the original classification, but also have depreciated the value of this grain, and thus endangered its present successful competition with Duluth wheat. Fortunately however the Government listened to the representations made and has cancelled the Order-in-Council.

It has since transpired that the consent of the Government was obtained to the proposed change in the standard for No. 1 Hard wheat by a misapprehension as to the standard for Duluth wheat, the latter being as high as the standard adopted for No. 1 Hard Manitoba at the opening of the crop season, *i.e.*, not less than 85 per cent. pure Hard wheat.

Pot Ashes and Pearl Ashes.

Inspector, Edward J. Major. Board of Examiners, 1887.—D. T. Tees, Chairman; Chas. H. Cunningham, Hy. Dobell, Jas. E. Kirkpatrick, Jas. C. Sinton.

The revenue arising from the fees of this office having decreased until it fails to cover necessary expenditure, the Council, anxious to maintain the high character this inspection enjoys, and on recommendation of the Board of Examiners, has endorsed an application from the Inspector for an increase of the inspection fees. This was forwarded to the Department of Inland Revenue, which will endeavour to obtain the necessary legislation at the forthcoming session of Parliament.

Pickled Fish and Fish Oil.

Inspector, none. Board of Examiners, 1887.—R. Fairbanks, Chairman; John Baird L. Brault, John B. McLea, T. S. Vipond.

Attention was called by a member at last Annual Meeting to the circumstance that the Council had taken no steps towards filling the vacant Fish Inspectorship, but it was afterwards learned that the ex-Inspector had sent his resignation direct to the Government, and had failed to communicate his action to the Council. Enquiry of the Board of Examiners showed, moreover, that the inspection of Newfoundland fish being now non-compulsory, the fees accruing to the office would be very small, and also that there was no expression on the part of the trade generally that an inspector should be appointed.

Leather and Raw Hides.

Inspector, Thos. Hawkins. Board of Examiners, 1887.—C. R. Black, J. C. Holden, A. Keroack, James Linton, B. Shaw.

Beef and Pork.

Inspector, James Doheney. Board of Examiners, 1887.—Hospice Labelle, Peter Laing, W. Masterman, M. T. McGrail, D. J. Rees.

Office of Weigher, Measurer and Gauger.

Weigher, Measurer, and Gauger, D. Cameron. Board of Examiners, 1887.—J. A. Mathewson, Jas. E. Kirkpatrick, H. R. Ives, C. P. Hébert, R. C. Jamieson.

Office of Port Warden for Harbour of Montreal.

Port Warden, Jas. G. Shaw; Deputy Warden, G. W. Morrison. Board of Examiners, 1887.—John Torrance, Chairman; R. Reford, John A. Robertson, Robert Simms, Geo. Childs.

CORN EXCHANGE ASSOCIATION ABOLISHES ITS ENTRANCE FEE.

The Corn Exchange Association, with the view of increasing its membership before the imposition of the Board of Trade entrance fee, abrogated on 2nd February that portion of its by-laws providing that an entrance fee of \$25 should be charged to persons joining the association. This action was followed by a considerable accession to the membership, thirty-eight new members joining between 1st January and 1st July.

A VACANCY CREATED AND FILLED IN THE CORN EXCHANGE COMMITTEE OF MANAGEMENT.

Mr. Hospice Labelle, upon accepting the Grain Inspectorship, resigned his seat on the Committee of Management of the Corn Exchange Association. The vacancy thus created was filled by that Committee electing Mr. A. E. Gagnon to the office.

THE CORN EXCHANGE ASSOCIATION ELECTS ITS REPRESENTATIVE ON THE HARBOUR COMMISSION.

The term of office of Mr. Chas. H. Gould, the Representative of the Corn Exchange Association on the Board of Harbour Commissioners, expired on Monday, 1st August last, and as provided by Act 39 Vic., chap. 38, sec. 1, a Special General Meeting of the Association was held on that date, at which Mr. Gould was unanimously re-elected for another term, viz., to the first Monday in August, 1891.

The report of the Association's Representative is as follows:—

MONTREAL, Dec, 31, 1887.

To the President and Committee of Management of the

Montreal Corn Exchange Association.

GENTLEMEN,—It is gratifying to note that the ocean tonnage of our port is steadily increasing year by year. The entries at the Custom House during the season of 1887 were 767 sea-going vessels, having an aggregate tonnage of 862,773 tons, being an increase over 1886 of 64 ships and 61,074 tons.

The Inland tonnage, on the contrary, shows some 18,000 tons less than last year.

Shipments of grain during the past season were as follows:—

Wheat	7,732,848	Bushels.
Corn	1,181,483	"
Peas	1,932,304	"
Other grains	526,154	"
	11,372,789	"
Total shipments in 1886	14,145,318	"
Showing a falling-off in 1887 of	2,772,529	"

Although the quantity of wheat exported was 1,768,610 bushels more than in 1886, that of other grains (chiefly corn and oats) was 4,541,139 bushels less.

The ordinary harbour revenue for 1887 was.....	\$289,243.79
The revenue for 1886 was	273,223.28

Showing the substantial increase for 1887 of.....	<u>\$16,020.51</u>
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The Commissioners hoped to have completed the whole of the 27½ feet channel above Cap à la Roche by the close of the season of 1887; but owing to unavoidable delays from stormy weather and other causes, they were forced to leave unfinished a portion of the work, which, however, will be completed next summer, before the usual time of low water.

At the last session of Parliament a sum of \$325,000 was voted to enable the Commissioners to continue the deepening of the rock cuts at Cap à la Roche and Cap Charles to a uniform depth of 27½ feet at low water. This work will be pushed on as rapidly as possible, and, when done, ocean vessels will be able to navigate at all hours, the entire river between Montreal and Quebec, without reference to the tides. Meantime such progress has been made with the rock dredging that the Commissioners were warranted in giving public notice, early in October last, that "the depth of water in the new channel through Cap à la Roche, "Poullier Rayer, and Cap Charles shoals, will, hereafter, be from 21½ feet at low "water of neap tides, to about 30 feet at spring tides, which is *one and a half feet "greater depth than formerly."*

The great advantages which the trade and commerce of Canada should derive from the completion of the new ship-channel between Montreal and Quebec, will undoubtedly be largely neutralized by the want of sufficient accommodation in the harbour of Montreal.

Until that accommodation is provided by the enlargement and extension of the harbour upon a broad and comprehensive plan (as was urged upon the Commissioners by the Corn Exchange Association, nearly fifteen years ago), no adequate return can be expected from the \$3,000,000 that will have been spent upon the channel.

The longer the harbour remains in its present condition, the greater will be the loss sustained by the country. It would seem, therefore, from a purely business point of view, to be a wise policy on the part of the Federal Government to assume the Lake and River debt, and thus place the Commissioners in a position to make the necessary harbour improvements without further delay, in order that the full benefit of the expenditure upon the river may be secured to the commerce of the country at the earliest possible moment.

Very Respectfully Yours,

CHARLES H. GOULD.

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

ANNUAL EXCURSION OF THE CORN EXCHANGE ASSOCIATION.

The Corn Exchange Association held its Annual Excursion on Thursday, 1st September, when a very pleasant trip to Berthier was made per steamer "Canada," the citizens of which place gave the visitors a most hospitable reception, providing carriages for a drive round the town and neighbourhood, and thereafter entertaining them very handsomely at a luncheon. During the return journey, dinner was served on the steamer, and Montreal was reached at 11 p.m.

SUMMARY OF RECEIPTS AND SHIPMENTS OF GRAIN AND PRODUCE.

Full particulars of the receipts and shipments of grain and produce are given in the tables on pages 30 and 31; the aggregate receipts and shipments of Grain, Flour and Meal, at this port for the past five years, being as follows:

	1887.	1886.	1885.	1884.	1883.
	bush.	bush.	bush.	bush.	bush.
Receipts.....	20,795,976	22,170,148	17,210,165	18,579,079	19,402,963
Shipments.....	18,701,767	20,884,173	15,266,781	14,775,665	16,433,391

Wheat.—The prospects of business in this cereal during the early part of the year were good, but the break of the corner in Chicago, and also of that in California wheat, caused great depression through the balance of the season, from which the market has not yet fully recovered. Prices in Great Britain of all grades of wheat were several shillings lower after the collapse of the corners than ever known before, and the indications at present of a permanent improvement in the value of breadstuffs are not encouraging. Owing to the small stocks of both wheat and corn on this side of the Atlantic, as compared with last year, it is unlikely that the export movement will be very large until after another harvest.

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

	1887.	1886.	1885.	1884.	1883.
BUTTER.					
	pkgs.	pkgs.	pkgs.	pkgs.	pkgs.
Receipts.....	113,382	137,015	135,021	163,336	158,360
Shipments.....	97,541	87,268	107,281	148,521	159,663
CHEESE.					
	boxes.	boxes.	boxes.	boxes.	boxes.
Receipts.....	1,059,039	1,041,480	1,119,243	1,093,555	893,558
Shipments.....	1,192,152	1,106,541	1,215,113	1,238,338	991,940

TOTAL SHIPMENTS OF PRODUCE TO PARTICULAR PORTS, VIA RIVER ST. LAWRENCE, FROM THE OPENING OF NAVIGATION, MAY 3RD, (FIRST ARRIVAL FROM SEA) TO THE CLOSE, NOVEMBER 28TH, 1887 (LAST DEPARTURE FOR SEA), WITH COMPARATIVE TOTALS FOR 1886.

PORTS.	Wheat bush.	Corn bush.	Peas bush.	Oats bush.	Barley bush.	Rye bush.	Flour bris.	Oatmeal bris.	Ashes Pots and Pearls bris.	Butter pkgs.	Cheese bxs.	Pork bris.	Lard bris.	Hams and Bacon boxes.	Canned Meats pkgs.	Phosph'te tons.
Liverpool.....	2,810,125	619,035	646,909	156,169	1,647	.....	61,987	16,982	1,657	22,485	438,319	2,021	10,628	3,856	32,672	6,444
London.....	1,334,696	122,933	485,754	106,701	.....	.....	158,555	450	349	1,300	265,381	245	1,838	3,066	33,217	8,001
Brisgow.....	1,838,004	336,068	343,824	99,515	4,936	.....	222,598	3,996	258	11,731	182,942	140	4,111	6,225	29,865	1,723
Bristol.....	16,407	10,714	29,474	20,049	.....	.....	2,362	4,374	123	25,775	233,274	25	2,316	885	6,977	.....
Ayrmouth.....	38,018	17,013	.....	.....	.....	.....	1,072	.....	.....	162	4,189	.....	.....	.....	.....	.....
Aberdeen.....	60,345	.....	38,716	.....	.....	.....	1,587	.....	.....	.....	.....	.....	.....	.....	.....	.....
Selfast.....	60,302	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dublin.....	149,389	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dundee.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Westwood.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Full.....	83,409	.....	.....	.....	.....	.....	3,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leith.....	86,693	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montrose.....	.....	18,433	16,389	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newcastle.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thames Haven.....	41,690	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Various.....	.....	29,510	.....	.....	.....	.....	250	.....	.....	.....	.....	.....	.....	.....	.....	.....
Antwerp.....	254,788	11,203	50,790	50,926	.....	.....	2,990	.....	20	.....	.....	.....	.....	.....	.....	.....
Hamburg.....	138,828	25,068	97,445	.....	.....	.....	.....	.....	29	.....	.....	.....	.....	.....	.....	.....
Layre.....	66,223	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lower Ports.....	7,730,917	1,180,983	1,921,030	403,360	6,583	109,123	485,351	25,752	2,759	61,545	1,074,164	2,391	18,893	46,343	102,731	20,439
Total for 1887.....	1,931	500	11,274	4,023	3,065	.....	192,106	2,033	2	12,862	2,792	9,575	135	888	639	1,66
Total for 1886.....	7,732,848	1,181,483	1,932,304	407,383	9,648	109,123	677,456	27,785	2,761	74,407	1,076,956	11,966	19,028	47,231	103,370	20,375
Total for 1886.....	5,964,238	3,966,707	2,256,719	1,945,125	3,303	19,226	531,493	57,220	3,354	67,851	874,927	12,671	12,094	59,868	21,595	19,345
Total for 1886.....	1,768,610	2,785,224	324,415	1,537,742	6,345	89,897	145,963	29,435	593	6,556	202,026	665	6,334	12,637	81,805	1,220
Total for 1886.....	Increase.	Decrease.	Decrease.	Decrease.	Incr'se.	Incr'se.	Incr'se.	Dec'se.	Decrease.	Increase.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Increase.

TOTAL RECEIPTS OF PRODUCE AT MONTREAL DURING THE YEAR 1887 WITH COMPARATIVE RECEIPTS FOR 1886.

TOTAL RECEIPTS OF PRODUCE AT MONTREAL DURING THE YEAR 1887, WITH COMPARATIVE FIGURES FOR 1886.

	Wheat bush.	Corn bush.	Peas bush.	Oats bush.	Barley bush.	Rye bush.	Flour brls.	Oatmeal brls.	Cornmeal brls.	Ashes, Pots and Pearls brls.	Butter pkgs.	Cheese boxes.	Meats, Hams & Bacon boxes.	Leather rolls.
per Grand Trunk Railway.....	2,572,288	288,575	1,208,151	408,471	74,818	1,100	634,566	31,112	.....	804	89,038	765,386	193,131	2,190
per Canadian Pacific Railway.....	1,619,482	37,956	408,584	44,277	3,680	5,400	191,377	11,650	.....	406	19,897	183,521	231	1,113
per South-Eastern Railway.....	6,486,989	988,390	726,463	654,544	60,118	79,075	128,789	.....	325	790	2,349	20,382	103	280
via Lachine Canal and the River.....	10,678,714	1,264,921	2,343,198	1,107,292	188,621	85,575	949,682	42,762	325	*2,000	113,382	1,059,039	193,465	23,708
Total, 1887.....	7,455,413	4,858,667	2,602,933	1,970,464	181,159	30,687	888,712	62,840	773	2,583	137,015	1,041,480	107,649	32,435
Total, 1886.....	3,223,301	3,598,746	259,735	863,172	42,538	54,888	60,970	19,578	448	583	23,633	17,559	85,816	8,727
Increase or decrease.....	Increase.	Decrease.	Decrease.	Decrease.	Decrease.	Increase.	Increase.	Decrease.	Decrease.	Decrease.	Decrease.	Increase.	Increase.	Decrease.

TOTAL SHIPMENTS OF PRODUCE FROM MONTREAL DURING THE YEAR 1887, WITH COMPARATIVE FIGURES FOR 1886.

	Wheat bush.	Corn bush.	Peas bush.	Oats bush.	Barley bush.	Rye bush.	Flour brls.	Oatmeal brls.	Cornmeal brls.	Ashes, Pots and Pearls brls.	Butter pkgs.	Cheese boxes.	Meats, Hams & Bacon boxes.	Leather rolls.
European, via River St. Lawrence.....	7,730,917	1,180,983	1,921,030	403,360	6,583	109,123	485,351	25,752	.....	2,759	61,545	1,074,164	149,074	516
Do, via Portland.....	1,315,231	6,192	600,120	60,331	.....	.....	111,497	12,181	.....	623	16,715	108,518	34,453	497
Lower Ports, via River St. Lawrence.....	1,931	500	11,274	4,023	3,065	.....	192,105	2,033	1,224	.....	12,862	2,792	1,440	140
via Lachine Canal and River Steamer.....	44,282	16,884	16,812	1,200	50,144	2,500	83,525	561	425	.....	2,339	2,049	1,527	612
per Grand Trunk Railway and Montreal and Champlain Railway.....	76,552	2,119	56,522	45,319	.....	.....	50,687	841	.....	.....	4,025	4,669	.....	2,044
Total, 1887.....	9,168,893	1,206,678	2,605,758	514,273	59,792	111,623	922,565	41,368	1,649	3,384	97,541	1,192,152	185,053	3,809
Total, 1886.....	7,035,122	4,545,503	2,800,312	2,037,054	14,581	19,226	736,908	73,030	3,447	4,058	87,288	1,106,541	111,631	8,264
Increase or decrease.....	Increase.	Decrease.	Decrease.	Decrease.	Increase.	Increase.	Increase.	Decrease.	Decrease.	Decrease.	Increase.	Increase.	Increase.	Decrease.

* Total receipts of Ashes at Inspection Stores during 1887, 4,064 brls., against 3,933 in 1886.

† Total deliveries of Ashes from Inspection Stores during 1887, 4,318 brls., against 4,741 brls. in 1886.

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

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

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

INSPECTION OF FLOUR.

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

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

The various quantities of the different grades of flour inspected here, for 1886 and 1887 being as follows:—

	1887. Barrels.	1886. Barrels.		1887. Barrels.	1886. Barrels.
Superior Extra...	53,323	81,856	Fine.....	8,757	7,671
Extra Superfine...	16,468	10,106	Middlings.....	3,164	1,400
Fancy.....	11,150	9,512	Pollards.....	722	966
Spring Extra.....	14,115	15,873	Strong Bakers....	305	1,488
Superfine.....	9,940	12,520	Rejected, &c.....	8,252	13,897

STOCKS OF FLOUR AND WHEAT IN STORE AT MONTREAL.

DATE.	1887.		1886		1885.	
	Flour, brls.	Wheat, bush.	Flour, brls.	Wheat, bush.	Flour, brls.	Wheat, bush.
January 1.....	41,732	239,107	42,339	485,611	44,860	286,767
" 8.....	41,743	255,264	43,634	506,586	43,864	290,767
" 15.....	40,447	269,251	43,423	512,905	42,153	295,261
" 22.....	41,220	283,953	43,132	519,807	42,924	294,811
" 29.....	40,132	286,748	43,597	520,032	45,740	249,600
February 5.....	40,732	296,015	42,180	521,684	51,161	250,150
" 12.....	42,598	295,998	43,431	535,884	53,457	250,150
" 19.....	42,587	280,438	47,442	554,524	54,430	223,905
" 26.....	44,307	296,504	46,254	570,883	52,031	210,170
March 5.....	44,558	291,505	47,294	577,933	51,994	186,007
" 12.....	45,152	298,557	48,711	592,213	53,158	186,007
" 19.....	48,105	324,922	50,934	614,729	52,224	180,037
" 26.....	46,472	367,772	53,064	638,325	52,258	180,037
April 2.....	47,985	407,836	54,265	657,436	50,516	182,838
" 9.....	47,982	449,392	55,149	690,947	48,777	185,317
" 16.....	48,397	459,600	56,802	753,755	47,849	191,332
" 23.....	48,172	470,051	57,986	784,207	50,873	197,335
" 30.....	49,054	472,119	57,689	856,969	51,732	208,186
May 7.....	54,668	503,914	58,296	768,203	56,052	222,499
" 14.....	47,647	299,339	53,039	704,384	54,634	200,427
" 21.....	50,164	339,380	55,093	590,861	55,593	171,776
" 28.....	47,950	274,027	58,771	625,671	61,917	113,389
June 4.....	50,373	222,884	61,277	639,386	58,582	123,933
" 11.....	47,918	260,672	59,761	627,453	63,926	147,004
" 18.....	49,792	301,532	58,879	619,211	67,841	306,143
" 25.....	50,278	373,583	58,905	548,521	66,230	443,656
July 2.....	46,183	340,301	61,073	538,665	65,297	516,183
" 9.....	43,875	508,782	60,245	654,897	66,585	501,742
" 16.....	42,760	493,637	55,412	756,873	62,554	455,395
" 23.....	36,190	631,145	53,952	679,862	55,274	494,963
" 30.....	31,917	616,610	51,587	581,531	52,960	485,780
August 6.....	27,938	685,650	47,733	517,173	50,283	435,965
" 13.....	27,211	584,414	42,316	462,739	43,707	461,485
" 20.....	26,539	570,252	43,561	428,546	38,090	472,533
" 27.....	25,106	510,748	42,648	426,977	39,365	471,386
September 3.....	24,430	441,143	44,681	401,977	37,842	417,933
" 10.....	23,260	471,424	45,692	380,508	37,040	408,058
" 17.....	23,264	441,677	40,748	296,386	41,577	402,380
" 24.....	22,772	360,643	40,558	199,462	39,114	418,067
October 1.....	23,466	349,808	42,770	86,842	35,354	408,283
" 8.....	22,545	370,648	42,675	116,128	36,946	408,527
" 15.....	25,713	410,787	49,605	102,257	38,130	378,067
" 22.....	25,437	393,885	46,578	137,102	43,290	405,594
" 29.....	31,036	346,280	44,827	123,500	44,197	389,061
November 5.....	32,181	198,688	44,401	138,852	50,294	404,209
" 12.....	30,947	189,270	46,036	109,754	51,444	420,294
" 19.....	32,673	129,778	41,035	111,620	47,546	414,432
" 26.....	31,532	118,411	38,027	129,476	36,702	444,010
December 3.....	32,363	116,412	37,458	161,774	40,510	439,684
" 10.....	34,561	123,150	37,967	178,631	39,454	440,336
" 17.....	34,145	125,150	38,463	208,111	42,058	445,053
" 24.....	35,541	126,350	41,301	204,541	41,502	441,998
" 31.....	34,689	137,369	41,732	239,107	.....	.....

The visible supply of Grain comprising the stocks in granary at the principal ports of accumulation at lake and seaboard ports, and in transit by water, 31st December, 1887.

IN STORE AT.	Wheat. Bushels.	Corn. Bushels.	Oats. Bushels.	Rye. Bushels.	Barley. Bushels.
New York	8,624,756	1,633,074	2,055,691	14,793	137,391
“ afloat	208,000	.....	.....	4,500	321,200
Albany	2,000	55,500	34,200	58,000	302,500
Buffalo	2,552,522	291,526	142,983	70,862	984,689
“ afloat .....	.....	.....	56,000	.....	.....
Chicago	5,329,150	1,280,320	1,035,945	30,001	352,381
“ afloat .....	.....	209,731	.....	.....	.....
Milwaukee	2,031,054	4,005	20,275	26,546	247,200
Duluth	6,578,527	.....	.....	.....	.....
Toledo	1,767,974	41,512	5,759	10,245	16,698
Detroit	1,119,984	36,848	16,924	.....	81,516
Oswego	70,000	50,000	.....	900	653,900
St. Louis	4,578,690	1,040,144	1,194,051	9,083	73,222
Cincinnati	28,000	27,000	239,000	15,000	115,000
Boston	222,876	101,879	282,055	446	16,844
Toronto	156,123	.....	4,535	3,700	142,725
Montreal	137,369	10,292	101,361	4,470	14,502
Philadelphia	585,090	239,064	48,425	.....	.....
Peoria	63,341	63,836	397,251	44,605	22,977
Indianapolis	178,066	29,750	205,620	2,070	.....
Kansas City	386,567	80,717	136,206	.....	16,212
Baltimore	1,367,451	693,660	.....	.....	.....
Minneapolis	8,056,190	.....	.....	.....	.....
St. Paul	325,000	.....	.....	.....	.....
On Mississippi River	44,800	130,100	.....	.....	.....
On Canal	7,600	6,300	.....	.....	.....
Total Dec. 31, 1887	44,421,130	6,025,258	5,976,781	295,221	3,498,957
“ Jan. 1, 1887	62,729,869	13,783,114	5,026,610	435,429	2,785,793
“ Jan. 2, 1886	58,645,325	10,255,337	3,419,251	2,393,768	774,819
“ Dec. 26, 1885	58,431,813	8,320,695	2,880,968	2,327,152	815,075
* “ Jan. 3, 1885	43,366,972	4,754,497	2,347,970	1,751,994	567,221
* “ Dec. 27, 1884	43,382,190	4,124,812	2,319,974	1,935,587	624,343
* “ Dec. 29, 1883	35,507,400	9,695,044	6,229,342	3,292,196	2,673,349
* “ Dec. 30, 1882	21,048,017	9,104,137	4,423,374	3,010,154	1,470,085
* “ Dec. 24, 1881	17,924,617	17,382,227	2,754,109	2,892,101	1,317,978
* “ Dec. 25, 1880	30,007,418	16,921,123	3,859,694	3,185,241	873,360
* “ Dec. 27, 1879	28,634,366	10,175,216	2,795,105	4,529,297	1,091,333
* “ Dec. 28, 1878	18,283,791	8,525,819	2,700,310	5,248,452	1,722,955

* Minneapolis and St. Paul not included.

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

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

On passage to United Kingdom 1st January, 1887: Wheat, 2,250,000 qrs.;
Corn, 320 000 qrs.; 31st December, 1887: Wheat, 1,447,000 qrs.;
Corn, 338,000 qrs.

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

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

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

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

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

TELEGRAPH OFFICES ON CHANGE.

In addition to the accommodation on 'Change long' provided by the Great North-Western Telegraph Company, the Canadian Pacific Railway Co.'s Telegraph have erected an office there, so that members of the Board have now, between 11 and 1 o'clock, the two lines there by which to despatch their messages.

A VACANCY IN THE COUNCIL FILLED.

Your Council upon meeting for the first time after its election, was called upon to fill a vacancy in its ranks, caused by the inability of Mr. Alex. Macpherson to accept the office to which you had elected him. The Council, by an unanimous vote, elected Mr. Chas. H. Gould to complete its number.

THE READING ROOM.

Pending the erection of a new building, the Council decided to erect on the floor of the Exchange Hall a temporary reading room for the accommodation of members. This was completed in July, comfortably furnished, and is supplied with reading matter as follows:—

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

D A I L I E S.

CANADIAN.

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

COLONIAL.

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

AMERICAN.

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

BRITISH.

- London.....Daily News.
Mail (tri-weekly edition
of Times).

CONTINENTAL.

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

WEEKLIES.

CANADIAN.

- Ottawa.....Canada Gazette.
Quebec.....Official Gazette.
Canadian Journal of Fabrics.
Canadian Journal of Commerce.
Canadian Trade Review.
Trade Bulletin.
Le Prix Courant.
Toronto.....The Monetary Times.
The Week.
Grip.
Winnipeg.....The Commercial.
Victoria, B.C.....British Colonist.

AMERICAN.

- San Francisco.....Weekly Call.
St. Louis.....Weekly Globe Democrat.
New Orleans.....Weekly Times Democrat.
Detroit.....Weekly Free Press.
Cincinnati.....Price Current.
Chicago.....Farmers' Review.
New York.....Trafton's Circular.
Produce Exchange Circular.
Maritime Shipping Register.
"Bradstreets."
Harper's Weekly.
Scientific American & Supplem't.
Spirit of the Times.
Forest & Stream.

BRITISH.

- London.....Graphic.
Illustrated London News.
Punch.
Judy.
Fun.
Field.
Truth.
Pall Mall Budget
Athenaeum.
Spectator.
Saturday Review.
Public Opinion.
Notes and Queries.
Economist.
Mark Lane Express.
Canadian Gazette.
Liverpool.....Weekly Post.
Birmingham.....Weekly Post.
Manchester.....Weekly Times.
Newcastle.....Weekly Chronicle.
Edinburgh.....Weekly Scotsman.
Glasgow.....Weekly Mail.
Dublin.....Weekly Irish Times.

CONTINENTAL.

- Paris.....Le Monde Illustré.
Le Charivari.
Marseilles.....Le Semaphore.
Antwerp.....Le Précurseur.

FORTNIGHTLIES.

- New York.....Art Interchange.
Mechanical News.
Paris.....Revue des deux Mondes.

MONTHLIES.

CANADIAN.

- Montreal.....Insurance & Finance Chronicle.
Toronto.....Monthly Weather Review.

AMERICAN.

- New York.....Harper's Magazine.
Century Magazine.
Scribner's Magazine.
Outing.
North American Review.
Office.
Popular Science Monthly.
Library Magazine.
Art Amateur.
Art Age.
Art Review.
The Curio.
{ Architects & Builders Edition
{ Scientific American.
Boston.....Atlantic Monthly.

BRITISH.

- London.....Chamber of Commerce Journal.
British Trade Journal.
Board of Trade Journal. (Gov.)
European Mail.
Fortnightly Review.
Nineteenth Century.
Contemporary Review.
English Illustrated Magazine.
Art Journal.
Magazine of Art.

QUARTERLIES.

BRITISH.

- London Quarterly Review.
Edinburgh Review.

ANNUALS.

- London.....Lloyds' Register.
Paris.....Bureau Veritas.
New York.....American Record.

The Council hopes that as the attractions of the Reading Room become generally known among members, they will avail themselves more freely of the privilege to attend, offered them without extra charge.

THANKS TO CITY M.P.'S.

The Council, at prorogation of the Dominion Parliament, ordered that its thanks be transmitted to the Hon. Senator Abbott, to Sir Donald A. Smith, Mr. J. J. Curran, and Mr. C. J. Coursol, M.P.'s, for the valuable assistance afforded by them to the Board during the session.

PROVISION FOR THE FAMILIES OF DECEASED MEMBERS.

As provided in By-law 42, each member of the Board was in July notified by circular that he might, by payment of an entrance fee of twenty dollars within sixty days of such notification, become a member of the Guarantee scheme for families of deceased members; but although the details of that scheme had been approved and adopted by the general membership at last annual meeting, the responses to that circular numbered less than two hundred. The Council therefore appointed a committee, Messrs. Judge and Archer, to consider the whole question anew and, if possible, to devise a scheme which should meet with more general acceptance.

That committee reported,—That after examining many schemes of different Associations, and studying Insurance tables, &c., it had concluded that the uniform assessment principle must be abandoned as unfair, and assessment according to age adopted,—That instead of collecting assessments on death of members, it would be much simpler and more advantageous to fix an annual assessment on the basis of the actual net cost of insurance as defined by the recognized actuarial tables, beyond which amount a member would not be liable,—That while the revised scheme presented might appear less attractive than others of which members might be cognizant, the committee had borne in mind the Council's instruction that no scheme should be entertained which lacked the essential elements of soundness and stability, and that many of the schemes examined, with very low premiums and promising large gratuities, required but little examination to prove that they were neither sound nor stable,—That if the scheme submitted seems to be too conservative, it must not be forgotten that should profits accrue, they will belong to the members of the scheme, and can, a few years hence, be applied to the reduction

of the annual assessment, or to the increase of the gratuity paid at death.

The Committee, at instance of the Council, submitted the scheme to the Actuary of the Department of Insurance at Ottawa, who has reported favourably upon it, the following being an extract from his report:—

“Your plan of increasing the amount insured each year during the first six years is a very good one, and the scale of premiums will be found quite sufficient to carry the risks and to accumulate the necessary reserves. And should your death rate be nearly so favourable as that experienced by Assurance Companies generally in Canada, and the rate of interest on the funds invested exceed 4 per cent., a bonus may be expected to be declared from time to time. The premiums, I may state, are less than the net premiums for an ordinary all life policy, they do not contain the element of loading that forms a large share of the premium of an Insurance Company; and any expense incurred in carrying out the scheme would need to be derived from some other source.”

Your Council, in endorsing its Committee's report, expressed its sense of obligation to Messrs. Judge and Archer, for their valuable services in connection with the revision of the Guarantee scheme, for it is well aware that they expended much time and labour in the consideration and compilation of other plans before arriving at a final decision..

The following synopsis of the revised scheme is presented here for information of members, and an expression of opinion thereon is invited at the forthcoming annual meeting, in order that the Council may be guided thereby in preparing the necessary changes in the By-Laws:—

SYNOPSIS OF REVISED GUARANTEE SCHEME FOR MEMBERS OF THE MONTREAL BOARD OF TRADE.

No entrance fee, and no medical examination.

Revenue to be raised by a fixed annual subscription, payable in advance, the amount of which depends upon age at entrance into scheme, but does not afterwards change.

The amount of gratuity, which is payable at death of a member out of the funds of the scheme. increases one hundred dollars each year, from \$500 in the first year to \$1,000 in the sixth year, and thereafter remains at \$1,000, but the Trustees may declare from time to time such bonuses as the funds of the scheme may justify.

Members can, with consent of the Trustees, ensure payment at death of double the amount of gratuity, by paying double annual subscriptions.

TABLE showing annual subscriptions payable in advance to entitle to a gratuity at death of \$500 during the first year of membership, \$600 the second year, \$700 dollars the third year, \$800 the fourth year, \$900 the fifth year, and \$1000 in the sixth and following years :—

Age at entry. Under	Annual Subscription.	Age at entry. Under	Annual Subscription.
22	\$13 00	42	24 50
23	13 25	43	25 50
24	13 50	44	26 50
25	13 75	45	27 50
26	14 25	46	28 50
27	14 75	47	29 75
28	15 25	48	31 00
29	15 75	49	32 25
30	16 25	50	33 75
31	16 75	51	35 25
32	17 25	52	36 75
33	17 75	53	38 50
34	18 25	54	40 25
35	19 00	55	42 00
36	19 75	56	44 00
37	20 50	57	46 00
38	21 25	58	48 25
39	22 00	59	50 75
40	22 75	60	53 25
41	23 50		

NEW PREMISES.

The need of new premises for the Board has received attention from the Council through a Special Committee, but, so far, no site has been fixed on. Meantime, the lease of present premises expired on 1st May last, and it has been renewed for two years from that date at an advanced rental.

BRANCH ASSOCIATIONS.

The Council is disappointed that, besides the Corn Exchange Association, only one trade organization has so far affiliated with this Board, viz., the Montreal Wholesale Grocers' Association, which since the 24th June last, has held its meetings in the Council Room, while its secretarial work has been performed by this Board's secretary, the arrangement working very satisfactorily. The Marine Underwriters are, however, considering the formation of a Branch Association, and the proposition has the sympathy of the Council. Members connected with other trade organizations are invited to endeavour to bring about their affiliation with the Board of Trade.

INCREASE OF THE BOARD'S MEMBERSHIP.

The immediate effect of the amalgamation of the Corn Exchange Association with this Board, and the prospective imposition of the \$100 entrance fee, was a large accession of new members during the early months of the year, which raised the number from 385 on 1st January to 634 on 1st May. Thereafter the Council took special measures, by issuing circulars, &c., to further increase the membership, with the gratifying result, that when, on 1st July, the entrance fee came into operation, the total number, including applications received up to that date, was nearly 1,400. A few of this number failed to take up their memberships, but, nevertheless, the books shew that, on 31st December, 1887, the number of members who had paid their subscriptions was 1,352. Of these, 169 are members of the Corn Exchange Association, and 28 of the Wholesale Grocers' Association.

With such a membership, the Council anticipates that the Montreal Board of Trade will possess the prestige and influence which, as the chief organization of business men in the commercial metropolis of Canada, it is entitled to; this anticipation will not, however, be realized unless its members, by interesting themselves in the election of officers, and by their presence at, and taking part in, the general meetings, make it evident that the Board is a live and united body, and resolved to be a power in the land. In the past, too many of the members have been content to leave the choosing of office-bearers, and attendance at the Board's quarterly and other meetings, to a few regular attendants, a practice that, for more than one reason, is greatly to be deprecated; and the Council hopes that, in future, this reproach may not be justified.

CONCLUSION.

The Council, in concluding its report of the work done during the past year, feels justified in saying that its duties have been unusually onerous, demanding much time and attention. It has to acknowledge with pleasure, the ability, zeal, and industry of the Secretary, (Mr. Geo. Hadrill) to whom the best thanks of the Board are justly due.

The whole respectfully submitted.

GEO. A. DRUMMOND,
President.

MONTREAL, 24th January, 1888.

MONTREAL BOARD OF TRADE.

OFFICE-BEARERS AND MEMBERS FOR 1887.

PRESIDENT: GEO. A. DRUMMOND.

1ST VICE-PRES: W. W. OGILVIE. 2ND VICE-PRES: J. P. CLEGHORN.

TREASURER: ROBERT ARCHER.

COUNCIL.

A. A. AYER,
CHAS. H. GOULD,
JACQUES GRENIER,
C. P. HEBERT,

EDGAR JUDGE,
J. M. KIRK,
W. C. MUNDERLOH,
R. PATON McLEA.

H. SHOREY,
ADAM G. THOMSON,
JOHN TORRANCE,
J. H. WINN.

BOARD OF ARBITRATION.

ANDREW ALLAN,
GEORGE CHILDS,
JONATHAN HDGSON,
F. W. HENSHAW,

JOHN KERRY,
HUGH MACKAY,
EDWARD MURPHY,
JOHN OGILVIE,

R. T. ROUTH,
L. TOURVILLE,
J. R. THIBAudeau (Hon.)
JOHN M. YOUNG.

SECRETARY: GEO. HADRILL.

MEMBERS.

Acer, C. M.
Adams, J. D.
Adams, R. C.
Alexander, Chas.
Alexander, Jno. R.
Allan, Alex.
*Allan, Andrew.
Allan, Andrew A.
Allan, Brice J.
Allan, Hugh A.
Allan, H. Montague.
Allan, Jno. S.
Allard, Louis.
*Allen, Jas.
Allen, Jos.
Alley, Fred. R.
Alston, Jos. E.
Ames, E. F.
Ames, Herbert B.
Anderson, A.
Anderson, Chas. H.
*Anderson, D.
Anderson, Jas. D., sr.
Anderson, Jas. D., jr.
Anderson, Jno.
Anderson, Robt. J.
Anderson, W. A.
Andrews, W. M.
Angus, Wm.
*Archer, Robt.
Armstrong, C. N.
*Arnott, Jno. R.
Arnton, Wm. H.
Atkin, Jno.

Atkinson, M. B.
Atwater, H. W.
Ault, Chas.
Austin, Hy. H.
Austin, Sam. T.
*Ayer, A. A.

Baby, Horace.
Bacon, F.
Bacon, Thos. P.
Badenach, Thos.
Badgley, John C.
Baile, Andrew
Bailey, Jas
Baillie, Jno
Bain, Jas W
*Baird, C J
*Baird, Jno
Baird, John Jr
Baker, Joel C
Balfour, J Hutton
Bannister, J F
Barbeau, E J
Barbeau, Hy
Barnard, H A
Barry, Geo
Barthe, L A P
Bartlett, J H
*Batterbury, F R
Battersby, D
Baumgarten, A
Baylis, Jas
Baynes, E A
Bayson, H E

Beard, Geo T
Beattie, Jno
Beauchamp, Louis
Beaudry, J A U
Beaudry, J N
*Beaudry, P L N
Beaugrand, H
Becker, Albert
Belair, Adolphe P
Belcourt, F N
Bell, Tho. D
Bellew, H F
Benjamin, F P
Bennett, Alf
Bennett, S J
*Benson, W Townley
Bentley, D
Bessette, D Z
Beuthner, E W
*Bickerdike, R
Biggar, E B
Billingsey, Fred
Binks, CH
Binmore, Fred
Binmore, J E
Binns, T W C
Birss, Jas H
Birks, Arthur
Bishop, Geo
Black, Chas R
Black, Ed
Black, Jas F D
Black, Jno
Black, Lewis S

Blackader, CH
Blackwell, K W
Blaikeock, G H E
Blaikeock, W M
Bland, Geo
Blue, Walter
Boas, B A
Boas, Feodor
Boden, Chas
Boivin, Guil
Boivin, Leonard I
Bolton, R
Bond, Ed
Booth, W
Bordeau, Jos
Borgzeimer, L
Bossé Chas L
Bossiere, René
Botterell, E H
Bourdon, Rosario
Bousquet, J S
Boyd J A
Boyd, R E
Boyd, W E
Boyd, W G E
Boyer, Arthur
Boyer, L A
Bragg, Henry
*Braidwood, F
Brainerd, Thos C
Brais, L A
Brait, L
Brayley, J W

* Members Corn Exchange Association.

† Members Wholesale Grocers Association.

LIST OF MEMBERS.—Continued.

*Brice, A J	Cayford, Jas H	Cundill, Francis	Dufresne, J M
*Brice, E A	Chabot J N	Cunningham, Chas. H.	Dufresne, Ovide, jr
Brissette, M H	Chaffee, A B	Cunningham, Jas	Duncan, Jas N
Brock, Jeffrey G	Chandler, Clarence E	Cunningham, Jno J	Duncan, John
Brodie, H	Chandler, F C	Cunningham, Wm	Dunlop, A F
*Brodie, Jno	Chanteloup, E A	Currie, F P	Dunlop, Graham C
*Brophy, Jas	Chapleau, G	Currie, Jas	Dupont, W D
Brophy, Thos	Chapman, W B	Currie, Wm	Durand, Jas E
*Brossard, M	†Cnaput, Chas	Cushing, J A	Duverger, Henri
†Brosseau, D C	Char ebais, A	Cushing, Thos	Dyer, W A
Brown, Andrew	Chestnut, R S	†Cusson, Alexis	
Brown, Geo	Chevalier, Louis	Cuttle, Jas A	
Brown, Geo S	†Childs, Geo		Ecroyd, Thos
Browne, Jno J	Childs, Geo A	Dale, Edward	Edwards, C D
Brown, Thos	Chipman, Jas. B M	Dalrymple, Jas	Edwards, J P
*Brown, Thos B	Chipman, W W L,	Darling, Jas	Ekers, H A
Brown, T S	Chipman, W W L,	Darling, Thos	Elliott, E
Brown, T V R	Chisholm, C J	Darling, Wm	Elliott James
Brown, W Godbee	Chisholm, C R	Dartuelli, Ed F	Elmenhurst, W R
*Browning, A	Chistmas, T H	Davidson, Jas	Esdaile, C B
Browning, L S	Claggett, C C	Davidson, Thos	*Esdaile, R M
*Bruneau, L P	Clark, A C	Davis, Eugene H	Euard, Wm
Brush, Geo S	Clark, Esmonde L	Davis, Louis	Evans, Alf B
Bryson, David	Clark, Jas T	Davis, M	Evans, Edwyn
Buchanan, S Percy	Clarke, Andrew	Davis, Maurice E	Evans, F W
Buchanan, W J	Claxton, Fred J	Davis, Mortimer B	Evans, Jas S
*Bucknall, J M	Claxton, T James	Davis, S	Evans Robert
*Budden, H A	Cleghorn, J P	*Dawes, J P	*Evans, William
Bullick, Jno S	*Clendinneng, Wm	Dawson, B, jr	Evans, Wm B
Bulling, W B	Clendinneng, Wm, jr	Dawson, Chas F	Evans, W Herbert
Bulmer, Ed	Clift, R S	Dawson, Sam E	Eveleigh, Jos
Bulmer, H	Clouston, C J	Dawson, Wm V	Ewan, Alex
Bulmer, Henry jr	Clouston, ES	DeLisle, M Nolan	Ewing, A S
Bulmer, Jno A	Cochrane, Hon M H	Delorme, C E	Ewing, S H
Bulmer, Thos C	Coshlin, B J	Deneau, L	Ewing, S W
Bu tin, Alex	Cole, Frank F	*Desaulniers, A A L	
Burland, J H	Cole, Fred R	Desbarats, Geo E	Fairbairn, John
Buriand, Jno B	†Colson, C E	Deschamps, A	Fairbanks, Rufus
Burnett, G F	Connal Robt N C	Desjardins, Alph (M P)	Farquharson, Jno
Burnett, Jas	Conroy, Thomas	Destroismaisons, G	Farrell, Wm
Burns, Arthur	*Cookson, S	DeWitt, Jno	Featherstone, A M
Burstall, Jno	Corbett, J	DeWitt, W A	Featherstone- haugh, E C B
Byrd, Chas	Coristine, Jas	DeWitt, W F C	Fenwick, W J
Caldwell, W Alex	Coristine, T J	Dieterle, Wm	Ferguson, D
Campbell, C A	Corneille, Chas C	*Dillon, John	Ferguson, Jno S
Campbell, C C	Cornwall, Ira	Dillon, J St G	*Ferguson, W B
Campbell, David, sr,	Costigan, John	*Dobell, H	Finlay, R
Campbell, David, jr,	Costigan, Rich	Dodwell, LE	Fish E J
Campbell, David N,	Costigan, W T	†Donahue, Wm	Fogarty, Jeremiah
Campbell, Geo A	Cotton, J F	Donnelly, John T	Fogarty, T F
Campbell, W M	Couillard, Auguste	Donnelly, P	*Foley, M S
Cameron, Duncan	Coulson, R B	Doucet, Louis	Ford Geo W
Cameron, Geo A	Coulson, Samuel	Doucet, Pierre	Forget, L J
*Can Pac. Ry. Frt. Agt.	Cowan, John	Dougall, Jas S N	Forget, R
*Do. Foreign Frt Office.	Cowan, R	Dougall J R	Forman, John
Cantin, A	*Cowie, A McK	Doyle Jno E	Foster, C C
Cantlie, Geo S	Cowley, Ed A	Doyle P S	Fraser, A D
Cantlie, Jas	Cowper, Alex	Drummond, A T	Fraser, D I
Carnegie, Jas H	*Cox, J P	Drummond, Geo A	Fraser, Donald
*Carruthers, Jas	Coyle, E J	Drummond, Geo E	Fraser, Geo B
Carshy, S	*Craig, E F	Drummond, H R	Fraser, Jno
†Carter, Stewart F	*Crane T A	Drummond, M	Fraser, N J
Carter, T Henry	Crawford, Jno	Drummond, Thos J	Furniss, E L
Cassidy, J L	Creak, Geo	Drysdale, Wm	Fyfe, James
Cassils, Ch as	Crilly, Jno	Duchesneau, Jos	
Cassils, John	Crofts, H W	Duckett, Frank	Gagnon, Arthur
Cassils, John S	Crombie, A M	Duff, J M M	*Gagnon, A E
Cassils, Wm	Crossby, Peter A	Duffy, J J	Galarneau, P M
Caverhill, Frank	Crowdy, Geo J	Dutresne, C A	Galbrith, Wm
Caverhill, G	Cumming, A C		Galibert, Emile
Caverhill, Jno L	Cumming, W T		

* Members Corn Exchange Association.

† Members Wholesale Grocers Association.

LIST OF MEMBERS—Continued.

Gardner, Frederick	Hadrill, Alf W	Hodges, J H	*Kinghorn, G M
Gardner, Jas	Hagar, Chas W	*Hodgson, Arthur	Kinghorn, R S
Gardner, John	Hagar, Edward	*Hodgson, Henry	*Kingman, Abner
Gardner, Robt H	Hagar, Jno F	Hodgson, Jonathan	Kingston, Fred
Gardner, W S	Hague, Geo	Hodgson, Thos E	Kiniry, David
Garth, Charles	Haig, E	Hogan, Henry	†Kinloch, Wm
Garth, Henry W	*Haig, R D	Holden, Albert	Kinloch, Wm G
Garth, Jno N	Haines, F S	Holden, J C	Kinnear, Stanley
Gaucher, G G	Hains, Jno McD	Holland, Chas	Kinsela, Duncan
Gault, A F	Hall, Jno S	Holland, Philip H	Kirk, J M
Gault, C E	Hamelin, A S	Holland, R Henry	*Kirkpatrick, Jas E
Gault, John	Hamilton, Alex	Holmes, Alex	Kirkpatrick, J J
Gault, Leslie H	Hamilton, George W	Hood Hugh W	Kissock, Wm
Gault, R L	Hamilton, H	Hooper, Angus W	Knowles, Wm
Gaunt, R L	Hamilton, Hon John	Hope, John	Knox, Jas W
Gauthier, T	Hami ton Jno	Hopper, R T	Kohl, G A
Gear, Wm	*Hampson, R	Ho-mer, C R	Labatt, Theo
Geoffrion, L E	*Hanna, Geo H	Houston, Gavin	Labbé, Geo H
Gibbone, Jno F	Hannan, M	Howard, T J	Labelle, A E
Gilbert, E E	Hannan, W R	Howell, A W D	*Labelle, Hospice
Gilbert, P H	Hanson, Chas A	Hubbard, A I	Labelle, Capt J B
Gillespie, J A	Hanson, Edwin	Hudon, Pierre	Labelle, J H
Gilmour, Alex Y	Hanson, Wm	†Hughes, H H F	Labelle, Chas
Gilmour, Jas D	Harper, Jas	Hughes, J W	†Lacaille, Chas
Gilmour, J Y	Harrower, Geo H	*Hunsicker, J E	Lacy, E D
*Gilmour, Thomas	Harrower, Jas M	Huot, Lucien	Laframboise, Arthur
*Girard, Auguste	Harrower, Robt	Hurteau, N A	Laframboise, E
Giroux, Francis	*Hart, C T	*Hurtubise, A L	*Lafrenière, J O
Globensky, F D	Hart, Frank J	Hutchison, R B	Laing, Jas N
Glover, Thos	Hart, Gerald E	Hutchison, Wm	Laing, Jno D
Gnaedinger, E W	Hart, Col Wellington	Hyde, Geo	Laing, M
Goodacre, E B	Harte, Jas A	Hyde, John	*Laing, Peter
Goode, Jno B	Hartt, Geo F	Iles, Geo	Lalonde, E C
Goodhugh, W S	Harvey, Hy	*Inglis, James	Lamalice, P E
Gordon, Jno	*Harvie, R	Inglis, J M	Lamarche, A
Gordon L A	Haskell, Jno F	Irish, D T	Lamb, Thos
Gordon, Wm V	Hatton, D	Ives, H R	L. montagne, H
Goudron, Jules	Hearle, J G	Jackson, Hy A	Lanctot, C B
*Gould, Chas H	Heaton, E Percival	Jackson, W L S	Lang, H H
Gould, Chas H, jr	Hébert, Albert	Jacques, C E	Langan, Frank
Gould, Joseph	†Hébert, Chas P	Jamieson, R C	Langwell, Geo H
*Gould O M	Hébert, L H	Jaques, C A	Lapierre, Z
Gowdey, Alex	Hébert, Zéphirin	Jaques, Geo E	†Laporte, Hormidas
Gower, W E	Hecker, E	Johnson, Chas M	Larivière, Fred C
Grace, Patrick	Helbronner, Jules	Johnson, Chas R G	Latimer, R J
Grafton, Frank Baylis	Hemsley, R	Johnson, Wm	Laurie, John
Graham, A F	Hénault, Louis H	Johnston, Hy J	Lavers, A H
Graham, D	Henderson, D H	Johnston, James	Lavers, Lewis A
Graham, Geo	Henderson, Norman	*Johnston, William F	Lavigne, E F
Graham, Hugh	Henderson, R	Johnston, W W	Lavoilette, D
Grand } *Burns, A	Henderson, W	Jonas, Henri	Law, David
Trunk } *Tandy, T	Henderso., W H	Jones, C G	Law, Jas
Ry. } *White, A	Heney, Edw N	Jones, J H	Law, Robt
	Henry, A C	Joseph, Hy	Lawrence, W V
	Hendery, Alex	Joseph, Hy J	Learnont, Jos B
Grange, H P	Henshaw, Fred C	Joseph, Horace	*Lebel, J P
Granger, Flavien J	Henshaw, F W	Joseph, J H	Lebeuf, S Z
Grant, Angus	Henshaw, Geo H.C.E	Joseph, Jesse, jr.	Leblanc, E L
Grant, C H A	Henshaw, Geo H	*Judge, Edgar	Leclaire, Alphonse
Grant, John G	"Herald" Company	Kay, Geo	Lee, John
Gravel, J O	Hersey, Randolph	Kelly, Jas E	Lefebvre, Michel
Greene, F Hilton	Hetherington, J S	*Kelly, T D	Lefebvre, M Théodore
Greene, E K	Heward, S B	Kennedy, John	Lefebvre, M Théodule
Greene, E K, jr.	Hewitt, E A	Kennedy, Murray	Legat, Jas
Greenshields, Edw B	Hiam, Thos	Kent, A L	*LeMesurier, W M
Greenshields, Samuel	Hickey, J N	Kerry, John	Leonard, Geo F
Grenier, Jacques	Hickson, Jos	Kerry, W S	Leprohon, J L
Griffith, Jno J	Higginson, Alex T	King, Chas	Leslie, A C
Grindley, R R	Hird, Samuel		Leslie, Jas
Guest, James	Hislop, D S		Leslie, W J
Gurd, Charles	Hodge, Geo		Letang, C L
Gwilt, A B			

* Members Corn Exchange Association.

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LIST OF MEMBERS.—Continued.

Letendre, P	*Meighan, Robt	Macfarlane, David	McLaren, D K
Letourneux, C H	Melançon, Claude	Macfarlane, David Jr	McLaren, D W
Levin, B	Meldrum, Jas	Macfarlane, John	McLaren, W D
Levin, Chas H	Meldrum, Wm	Macfarlane, M C	*McLea, John B
Lewis, G	Meredith, J S	Macfarlane, Robert	*McLea, Kenneth
Lewis, Jno	Meredith, Robt	Macintosh, C F	McLea, R Paton
Lewis, W F	Meredith, W H	Macintosh, Jno	*McLean, Chas
Liddell, A W	Miles, Henry	Macintosh, Preble	McLean, Jos
Liffiton, C A	Miller, Geo M	Mackay, Hugh	McLennan, Alex
Liffiton, W T	Miller, Wm R	Mackay, Lachlan	*McLennan, Ewan
Lightbound, Geo	Miller, R	Mackay, R	McManamy, D
Lilly, E A	Milloy, Jno J	Mackenzie, Hector	McMaster, John A
Lindsay, Robt	Mills, J W	Maclean, John	McMaster, Wm
Lindsay, W Taylor	Minto, Wm	Maclean, J	McMoran, R M
Linton, Jas A	*Mitchell, Alex	Macpherson, Alex	McNally, W
Linton, R	Mitchell, David	Macpherson, A B	*McNamee, F B
Little, Leonard G	*Mitchell, Jas M	Macpherson, D M	McNider, A
Little, Wm	*Mitchell, John	*Macpherson, W M	*McPherson, D A
Livingstone, J M, M P	Mitchell, Hon Peter	McAllan, A K	*McPherson, Jas
Livingstone, Jno	Mitchell, Robert	McArthur, Alex	McShane, R
Lockerby, A L	Mocock, T J	McArthur, Colin	Nash, Fred
Lock rby, D L	Moir, Jno A	McArthur, D J	Nelles, J Widmer
†Lockerby, W W	Molsons Bk (Acctnt)	McArthur, Jas C	Nelles, R Campbell
Lorie, R	Molson, J H R	McBean, A G	Nelson, Albert D
Lomer, Gerald	*Molson, J T	McBean, Donald G	Nelson, Fred E
Lonsdale, T H	Molson, J W	McBean, Duncan G	Nelson, Wm J
*Lord, James	Monk, C D	*McBean, Geo	Ness, T W
*Lord, Jno D	Monk, Jas G	McBride, Jas	Newman, Frank W
Loughman, M	*Montreal Elevating Co	McCall, Jas T	Newman, Thos Henry
Lovelace, E M	Mooney, Geo A	McCallum, J W	Nicoll, Arch
Lovell, R K	Moore, T F	McCaskill, D A	*McConnell, W G
Luttrell, Jos	Morgan, C D	McCormick, Duncan	McCready, Jas
Lyall, Peter	Morgan, Jas, jr	McCrorry, P	*McCulloch, A A
Lyman, Ch	Morin, Chas A	McDonnell, Jno McK	McDonald, W C
Lyman, Fred G	Morin, L E	McDougall, Alex	McDougall, W C
Lyman, Hy	Morin, L E, jr	McDougall, Thos	McDougall, Alex
Lyman, Henry H	Morkill, R D, jr	McDougall, Duncan L	*McDougall, Jas
Lyman, Rosewell C	Morrice, D	McDougall, James	McDougall, John
*Magor, Frank	Morrice, D, jr	McDougall, J S	McDougall, R W
*Magor, John	Morrice, W J	McDougall, R W	McDougall, Thos
Magor, John H	Morris, Alex W	McElderry, Frank	McFall, C C
*Magor, Victor	Morris, C B	*McFee, Alex	McFee, Alex
Major, E J	Morrison, G W	McFee, Colin	McGarry, Geo
Mann, Albert	Morton, Chas	McGarry, Owen	McGill, J J
Mann, Eric	Morton, Henry	McGrail, M J	*McGrail, M T
Manson, Alex	Moseley, E F	McHenry, Geo H	McIndoe, F C A
†Marchand, J C	Moucel, G N	McIntyre, Duncan	McIntyre, Wm Cassils
†Mariotti C	Mudge, E W	McKay, Geo D	McKay T
Marling, J W	Mudge, H J	McKay, W Alex	McKand, Anthony
Martin, Hy H	Mudge, N R	McKee, A H	McKee, Wm, Jas H
Martin, Horace T	Muir, G F	McKerrow, John	McKerrow, A
Martin, John	Muir, Wm E	McKerrow, A	McKinnon, Geo
Martin, J B A	†Mullin, Jas E	McLachlan, Wm	*McLagan, P W
Martin, P P	Munderloh, Hy		
Mason, A H	*Munderloh, W C		
Mason, Hy	*Munn, Stewart		
Massey, F	*Munn, Wm A		
Masson, D	Murphy, Edw		
Masterman, Wm	Murray, Alex		
Mathewson, J A	*Murray, H. E.		
Mathewson, S J	Murray, Jno. C		
Mathewson, Wm B	Murray, W. G		
Mathieu, Aimé	Mussell, Wm		
Mathieu, Euclide	Mussen H S		
Matthews, J A	Macartney, Hy		
May, Frank	Macaulay, Robertson		
May, Fred	Macaulay, Thos B		
May, Gustave C	Macdougall, Alex E		
Mayberry, John	Macdougall, Jas E		
Meakins, Chas W	Macfarlane, Allan		
	Macfarlane, C H		

* Members Corn Exchange Association.

† Members Wholesale Grocers Association.

LIST OF MEMBERS—Continued.

Paterson, Andrew	Reid, Wm	*Scott, Gilbert	Somerville, C A
Paterson, A T	Reinhardt, Chas S	Scott, Henry C	Sonne, Thomas
Paterson, John A	Renaud, A	Scott, Jas	Spink, Jno L
Paterson, J W	*Rendell, Jas E	Scott, Jno H	Spink, Wm
Paterson, R M	Reynolds, D S	Scott, J P	Strangman, Chas
Paterson, Wm	Reynolds, F X	*Scott, Wm	Stafford, Wm
Paterson, W S	*Richelieu & O. Nav Co	Seath, David	Stancilife, F
Patten, O P	Rickaby, J B H	Seath, W	*Star Representative
Patterson, A T	Riddell, A F	†Semple, J H	Stark, R J
Paul, Frank	Riley, J J	Shallow, F D	Stark, W M
Paul, Walter	Rintoul, W H	Shanly, Walter (CE)	Starke, Geo R
Pauzé, Onesime	Roach, Walter	Sharpe, Ed S	Starke, R G
Payne, F G	Robert, J B	Shaughnessy, Thos G	Stearns, I H
Peck, Jas H	Robertson, Alex	*Shaw, Jas	Stearnes, Seargent P
Peck, T	*Robertson, Andrew	Shaw, Jas G	Stephen, Francis
Peddie, R	Robertson, Andrew S	Shaw, J Hamden	Stephens, G W
Peilton, G S	*Robertson, David	Shaw, Robert	Stephens, Jno
Penfold, J	Robertson, G Ross	*Shaw, Thomas	Stevenson, Aroh W
Penny, E G	Robertson, Farquhar	Shaw, Wm	Stevenson, J Alex
Peverley, C	Robertson, John	Shearer, James	Stevenson, P S
Phelps, Geo F	Robertson, John A	Shearer, Jas T	Stevenson, R R
Phillips, C S J	Robertson, J B	Shearer, Jno S	Stevenson, S C
Piché, Gustave	Robertson, Wm	*Shedden Co	Stephenson, W A
Picken, Henry B	Robertson, W F	Shepherd, R W, jr	Stewart, Alex
Picken, John B	*Robillard, Jos	Shorey, C L	Stewart, A B
Pillar, Lindsay	*Robinson, G W	Shorey, Hollis	Stewart, David
Pillow, J A	Robinson, T B	Shorey, S O	Stewart, Jas
Pinder, John	†Robitaille, J A	Short, R Allan	Stewart, James
Plimssoll, A H	Rodger, James	*Sidey, D D	*Stewart, James F
Poe, D A	Rolland, J D	*Sidey, J G	*Stewart, Wm
Pole, Ed	Rolland, Oct	Silverman, Simon	Stirling, John
Poliwka, Emil	Rolland, P D	Simmons, John	Stonegrave, A C
Popham, E	Ronayne, E P	Simms, Francis H	*Strachan, James
*Popham, John	Root, C J, jr	*Simms, Robert	Strachan, Wm
*Porteous, John	Rose, J B	Simpson, Geo W	Stroud, H W
Porteous, Thos	Rose, J C	Simpson, J Cradock	Stroud, W D
Potter, Thos J	Ross, D Ross	Sims, A. Haig	Stuart, J Fraser
Pratte, L E N	Ross, D W	Sims, Lindsay D	Stuart, W W
Prevost, Hector	Ross, Geo D	Sincennes, McNaugh-	St Arnaud, L N
Prevost, Sinai	Ross, Jas G	ton & Co	St Denis, Edouard
Proctor, Chas D	Ross, Philip S	Sincennes, D	St George, Percival W
Putnam, H L	Ross, Robt	Sinclair, David	St Louis, L
Pyke, James W	Ross, R S	*Sinton, Jas C	*Ste Marie, Louis, MP
*Quintal, Joseph	Ross, W G	Sise, C F	*St Onge, S
†Quintal, Jos Ed	†Ross, W R	Slater, Geo T	Sumner, Geo
Racine, Alphonse	Rothwe 1, Ed E	Slessor, James	Sutherland, Geo A
Radford, Ed	Routh, F A	Slessor, Wm P	Tandy, Thos
Radford, Walter	Routh, J H	Small, Wm	Tasker, James
Rae, Jackson	*Routh, R T	Small, E A	*Tatley, Wm
Ramsay, Alex	Row, John	Sardon, Rich	Taylor, A T
Ramsay, J C	Royal Canadian Ins Co	Smart, John	Taylor, Ed T
Ramsay, W M	Russell, Hugh	Smith, And W	Taylor, Homer
Rankin, Jas L	Russell, Jno J	Smith, Chas F	Taylor, Jas A
†Ransom, H	Ryan, M P	Smith, Sir Donald A	Taylor, John
*Raphael, H W	Sadler, Geo W	Smith, G F C	Taylor, W Sutherland
Rawlings, Ed	Saffery, Fred M	Smith, H	†Tees, D T
Rawside, Jas	Sannell, Thos	Smith, James H	Tees, Wm
Rea, David, jr	Saunders, Henry	*Smith, J Lionel	†Telmosse, L W
Reaves, Geo	Saunders, Louis	Smit, J Murray	Tellier, H J
Redfern, J H	Saunderson, C E	*Smith, Lionel J	Tester, J W
Redpath, F R	Sauvageau, T	Smith, M B	Tiffin, H J
Reed, Chas N	Savage, Ed J	Smith, R A	Thibaudeau, Hon J R
Reed, John J	Savage, J G	Smith, Wm	*Thom, James
Reed, Stewart	Scheyer, Hermann S	*Smith, Wm B	Thomas, F Wolferstan
Reid, Wm	Sclater, C P	*Smith, W Howe	Thomas, R K
*Rees, D J	Sclater, Wm	Smith, Wm Oliver	Thompson, Edwin
*Reford, R	Scholes, Francis	Smithers Geo H	Thompson, M M
Regan, H H	Sehultz, Ed	Smyth, Chas E	Thompson, W A
Reid, Thos	Sehwob, M	Snetsinger, J G	*Thomson, A D
	Scott, Andrew R	Snow, Wm	*Thomson, Adam G
		Snowden, C C	

* Members Corn Exchange Association.

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LIST OF MEMBERS.—Continued.

*Thomson, D G	Vallée, C A	Watson, J C	Wilson, Frank
*Thomson, Geo A	Van Horne, W C	Watson, W W	Wilson, Geo S
Thomson, Jas	Vaughan, F S	Watt, Alexander	Wilson, Jacob
*Thomson, Malcolm	*Viau, C T	Watt, Alex McTavish	Wilson, Jas. jr
*Thorpe, R T	†Villeneuve, J O	*Watt, D A P	Wilson, James Reid
Thouret, Emile	Vipond, Geo	Weir, Godfrey	Wilson, John
Thurston, I D	Vipond, T J	Weir, Somerville	Wilson, J C
*Torrance, John	*Vipond, T S	Weir, William	Wilson, J H
*Torrance, John, jr	Virtue, H S	Weir, W H	Wilson, J R
Torrance, W F		Welsh, A A	Wilson, J T
*Tough, Alexander	*Wade, E J	Welsh, J H M	Wilson, Robert
Tough, John	Wainwright, Wm	White, Arthur	Wilson, Thomas
*Tourville, Louis	*Wait, George	*White, Peter	Wilson, Walter
Townsend, S B	Walbank, Wm McLea	White, Richard	Wilton, Wm
Trimble, Thomas	Walker, F W	White, R S	Wily, Walter
Trottier, A A	Walker, John	Whitehead, E A	Winn, J H
Trottier, Louis T	Walker, J R	Whitly, A G	Wintle, Ernest D
*Truteau, A C	Walters, Chas H	Whitley, F	Withers, J Philip
Tudor, Ed J	Ward, J K	Whitham, James	"Witness" Representative
Turnbull, Thos T	*Ward, Joseph	Whitney, John E M	Wolf, R
†Turner, A D	Wardlow, Jas H	Whyte, W H	Wonham, W R
Turner, R	Warren, W H	Wight, Norman	Woods, Samuel
*Turpin, W J	*Warrington, F H	*Wight, R E	Wulf, J F
Tyre, Robt W	*Warrington, Jno T	Wiley, A T	
	Watier, Geo N	Wilks, Arthur W	
*Vadinaet, Louis	Watson, David	*Williamson, James	Young, Andrew
Vaillancourt, J A	Watson, Edwin K	Wilson, A A	Young, John M

* Members Corn Exchange Association.

† Members Wholesale Grocers Association.

MONTREAL CORN EXCHANGE ASSOCIATION.

OFFICE-BEARERS FOR 1887.

COMMITTEE OF MANAGEMENT.

PRESIDENT:—W. W. OGILVIE.
 JOHN BAIRD,
 R. M. ESDAILE.
 A. E. GAGNON,

TREASURER:—D. ROBERTSON.
 EDGAR JUDGE,
 A. G. McBEAN,
 D. A. McPHERSON,

JOHN OGILVIE.

BOARD OF REVIEW.

CHAIRMAN - - - - CHAS. H. GOULD.
 G. M. KINGHORN.
 JAS. E. KIRKPATRICK,
 ROBERT SIMMS.
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 D. J. REES,

MONTREAL WHOLESALE GROCERS ASSOCIATION.

OFFICE-BEARERS FOR 1887.

EXECUTIVE COMMITTEE.

GEO. CHILDS, *President*.
 DIRECTORS:—CHAS. CHAPUT,
 W. W. LOCKERBY, *Honorary Secretary*.
 CHAS. P. HEBERT, *Vice-President*.
 J. M. KIRK,
 D. T. TEES, *Treasurer*.
 JACOB WILSON.

COMMITTEE OF ARBITRATION.

WM. KINLOCH, W. W. LOCKERBY, CHAS. LACAILLE, N. QUINTAL, H. RANSOM.

COMMITTEE ON PRICES.

CHAS. CHAPUT,
 CHAS. LACAILLE,
 J. C. ROSE

In Memoriam.

*List of Members of the Montreal Board of Trade
who died during 1887.*

CHAS. F. SMITHERS,	- - -	Died 20th May, 1887.
M. H. GAULT, M.P.,	- - -	Died 1st June, 1887.
L. B. A. CHARLEBOIS, M.P.,	- -	Died 27th June, 1887.
JOHN C. McLAREN,	- - -	Died 3rd July, 1887.
ALFRED THIBAudeau,	- "	Died 10th July, 1887.
J. C. LONSDALE,	- - -	Died 17th Aug., 1887.

