

although iron had been manufactured as far back as fifty years ago—he having a stove in his house made from it—yet it has never been a paying enterprise to its producers.

Mr. Frazer (the Secretary) said that the Snowdon Iron Mining Company were about to send fifty thousand tons of ore to the United States, which would then be returned again and disposed of to Canadian dealers.

The motion was then carried unanimously.

Mr. Barber, of Streetsville, moved, seconded by Mr. Smith, of Toronto,

That this meeting recommends the establishment of a Dominion Bureau of Manufactures and Commerce, with the view of securing, among other things, full and reliable statistics relating to the same. Carried.

Mr. McKechnie then moved, seconded by Mr. Adam Warnock.

That each manufacturer be drawn on to the amount of \$5 to be applied for the purposes of the Association.

Mr. Howland said that the motion was a very sensible one.

The motion was carried.

Mr. Howland then moved, seconded by Mr. Elliott,

That this meeting recommends that the support of this Association be given only to those candidates for the House of Commons who will support the policy laid down in the above resolutions. Carried.

Mr. Lukes then moved, seconded by Mr. Elliott,

That this meeting, while expressing no opinion on the political course of the *Mail* newspaper cannot separate without giving expression to the obligation which that journal has conferred on the manufacturers of Canada by the bold avowal of protectionist principles, and the constant advocacy of the manufacturing interests of the country; also that the thanks of this meeting are tendered to the *Toronto Telegram*, the *Hamilton Spectator* and other papers that advocate the same principles. Carried.

Mr. John Riordon then moved :

That this meeting desires to tender condolence to the family of the late Mr. M. Staunton, who was an active member of the Association.

Mr. Elliott seconded the motion, which after a few remarks from the President, ulogistic of the deceased, was carried.

Mr. Staunton, a son of the deceased, replied, confirming the Chairman's remarks as to the interest the deceased always took in the proceedings of the Association, and thanked the Association for the respect paid him.

Mr. Dickinson moved the following resolution :—

That great injustice is done to the inland carrying trade of the Dominion—and through this important interest also to our shipbuilding—by the operation of the past and present legislation of our country, on account of the privileges granted to United States vessels in our canals

and rivers which are denied to us in theirs ; and also in regard to privileges enjoyed by the United States under our laws regulating the registration of American built vessels, but which are denied to us by the registration laws of the United States.

On introducing the above motion, the mover said :—

Mr. President and Gentlemen—With your kind permission, and, I trust, with the approval of this Association, I have taken the liberty of submitting the resolution just read. It will doubtless be conceded that it embraces two important producing interests, to the wealth and prosperity of any country that properly appreciates them as a source of employment for thousands of its citizens, viz., "The Inland Merchant Marine," and its equally important auxiliary, "The Ship Building Interest." In respect to these two subjects, I shall confine my remarks to our own inland and the international carrying trade with the United States, for the reason that my own personal experience relative thereto has not extended beyond tide water.

Now, sir, I claim that these interests have not received that consideration at the hands of the past or present Government of this country, to which their importance, in a national point of view, justly entitles them. And in proof of this assertion, allow me to refer back to a date prior to the late so called Reciprocity Treaty with the United States (which came into force June, 1854, and ended March, 1866.) During 1851 or 1852, I may here say, I was a party, with others then personally interested in the subjects of my resolution, resident in the cities of Hamilton, Toronto, Kingston, Ottawa, Montreal, and Quebec, in making a representation by way of petition to the late Lord Elgin and the then Hon. Francis Hincks, Commissioners on the part of Canada in the negotiation of that treaty, prior to their departure from this city to Washington, setting forth the disabilities under which these two interests of our country were then labouring, praying that these points would not be overlooked in the proposed treaty, viz., that "while United States vessels had all privileges in common with ourselves in the navigation of the canals and rivers of Canada (the coasting trade excepted) the craft of Canada were debarred from the use of their canals and rivers on any terms. And in regard to our Ship-building interests, American built vessels could obtain British registers with all privileges pertaining thereto free of duty, while craft of Canadian build could not obtain American registers on any terms whatever. The treaty, however, was consummated, but contained no correction of the grievances referred to, and they to this day

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