

interest, can and will be discharged, without retarding, in the slightest degree, the onward progress of the nation in its career of prosperity, greatness and glory."

The most prominent, and perhaps valuable, result which came from the Detroit Convention of 1865, was one that was hardly thought of by most of the delegates when they came together. It was demonstrated that the business men of the country could organize effectively, and deliberate and act intelligently and harmoniously, with reference to great questions like transportation, finance, and the extension of trade, and it was seen to be exceedingly important that some plan should be devised for their meeting at stated intervals and in a representative capacity, to define and concentrate public opinion upon such questions, and to bring that public opinion to bear upon Congress and the National Executive. The Boston Board of Trade was charged with the duty of preparing a plan, and of submitting it to the various Boards of Trade and Chambers of Commerce, for their consideration. It was also authorized to take all necessary steps for the organization of a National Chamber of Commerce, as it was then proposed to call it; and, as one step in this direction, the Boston Commercial Convention was called, and was held in February, 1868. The Philadelphia Convention followed in June of the same year, and the National Board of Trade was then brought into existence.

But the Detroit Convention not only declared itself in favor of a National Chamber of Commerce or Board of Trade; it also expressed the opinion that there ought to be a department of the national government, answering more or less to the Board of Trade of Great Britain, and the Ministry of Commerce in several of the countries of Continental Europe. It adopted, unanimously, the following resolutions:

"That in order to relieve some of the Departments of the General Government, and especially the Treasury, from many of the