

ELECTION OF OFFICERS.

The following officers of the Association were unanimously elected to serve for the ensuing year :

President—Bennett Rosamond, Almonte.
 First Vice-President—W. K. McNaught, Toronto.
 Second Vice President—Adam Warnock, Galt.
 Treasurer—Geo. Booth, Toronto.
 Secretary—Frederic Nicholls, Toronto.

EXECUTIVE COMMITTEE.

Chairman—R. W. ELLIOT, Toronto.

Edward Gurney,.....Toronto.	S. Greening.....Hamilton.
Joseph Simpson.....“	C. A. Birge.....“
William Christie.....“	A. E. Carpenter.....“
P. W. Ellis.....“	W. H. Storey.....Acton.
John F. Ellis.....“	William Bell.....Guelph
John Taylor.....“	J. B. Armstrong.....“
Herman Heintzman...“	Charles Raymond.....“
J. J. Cassidey.....“	C. Shurly.....“
Samuel May.....“	Thomas Cowan.....“
F. Crompton.....“	Isaac Waterman.....London.
H. B. Warren.....“	M. B. Perrine.....Doon.
R. T. Watson.....“	John Cowan.....Oshawa.
Robert Crean.....“	John Bertram.....Dundas.
Emil C. Boeckh.....“	T. D. Craig, M.P.P. Port Hope.
Daniel Lamb.....“	Wm. Chaplin...St Catharines.
P. Freysing.....“	J. R. Barber.....Georgetown.
Carl Zeidler.....“	W. H. Law.....Peterboro.
H. E. Clarke, M.P.P..“	James Hendrey.....“
John Fensom.....“	Geo. Pattinson.....Preston.
Thomas McDonald....“	J. E. McGarvin.....Berlin.
H. N. Baird.....“	Robert Mitchell.....Montreal
F. J. Phillips.....“	Geo. W. Sadler.....“
C. E. Pease.....“	A. W. Morris.....“
C. D. Massey.....“	Louis Cote..St. Hyacinthe, Que.
James Watson.....Hamilton	

REPRESENTATIVES TO TORONTO INDUSTRIAL EXHIBITION ASSOCIATION.

R. W. Elliot. | W. K. McNaught.
 George Booth. | Samuel May.
 Frederic Nicholls.

RESOLUTIONS.

A number of resolutions bearing upon the general business interests of the Association were passed and ordered placed upon the Minutes, included in which were the following :

THE NATIONAL POLICY.

Moved by Thomas Cowan, seconded by Joseph Simpson,

That at this annual meeting of the Canadian Manufacturers' Association we desire to express our confidence in the fiscal policy of the Dominion Government and in their adherence to the principles involved in the National Policy—a policy adopted and sustained by the people of Canada, and one which, by giving a home market to Canadian manufacturers, and a larger field for their products, has enabled them to devote their energies to special lines of products, with the result of a reduction in price to consumers of every article of Canadian manufacture. It has also been a policy which has given increased employment to both labor and capital; and it has certainly provided a home market for the products of the field, the garden and the dairy, not otherwise obtainable.

INCREASE OF MEMBERSHIP FEES.

The following resolution was also passed :

That on and after October 15, 1890, the admission fee to membership in this Association shall be \$25, and the annual dues \$10.

VOTES OF THANKS.

A vote of thanks to the retiring President, Mr. W. H. Storey, for the faithful manner in which he discharged the duties of his office for the past two years, was passed unanimously.

A vote of thanks was tendered Mr. Frederic Nicholls for the able services he has rendered to the Association ever since his connection with it.

A resolution was unanimously passed thanking the Treasurer, Mr. George Booth, for the interest he has always shown in attending to the financial affairs of the Association; and the Secretary was instructed to have prepared an illuminated address to be presented to Mr. Booth, expressing the appreciation of the Association for the services rendered by him.

A resolution was unanimously passed thanking Mr. J. J. Cassidey, editor of the CANADIAN MANUFACTURER, for the able and acceptable manner in which the interests of Canadian manufacturers are looked after by that journal, and especially for his advocacy of the National Policy and the cause of Tariff Protection.

CANADIAN IRON SHIPBUILDING.

WITH the exception of Lake Michigan, which lies wholly within the United States, Canada has as full and free access to all the other lakes and large bodies of fresh water of the North American Continent as has the country to the south of us. We have heretofore shown the extent and value of the inland marine of the United States, and the wonderful increase of it of late years; and while it is not to be expected that Canada should possess as much tonnage on these waters as the United States, there is no good reason why it should not be in proportion to the population and the demands of Canadian inland commerce. But unfortunately it is not; and while this condition is to be deplored, Canada has to thank herself for the situation.

It is true that under the British North America Act Canada cannot exclude British shipping from participating in her inland and coastwise trade; but it is also true that but comparatively few British built ships are employed in that trade. The business exists, however, and enough of it to give remunerative employment to a great many more ships than what are now seen in it; and it is evident that British ship-owners either do not appreciate the value of the trade, that they have never had the importance of it properly presented to them, or they would certainly have long ago occupied the field more thoroughly than what they have done.

Shall Canada be minus this trade merely because Britain does not send ships to carry it on? It is a fact that the classes of ships usually built in Britain are none of them adapted to our lake navigation. Swarms of British built "tramps" are to be found all over the world engaging in its carrying trade, to the great disgust and demoralization of the business of "regular" lines, but the lake trade of Canada goes dwarfed and undeveloped. "The gods help those who help themselves." Why is it that Canada does not help herself? Why is it that while the lake trade of the United States