





must afford adequate protection to all Canadian producers.

1. DUTY ON GOVERNMENT IMPORTS. "Resolved, that when articles are purchased by or for the use of the Dominion government, or for any of the departments thereof, or by or for the Sen-ate of the House of Commons, or by the National Transcontinental railway or Intercolonial railway, or for any other purpose, that in each case the amount of duty taxable on such articles (including the duty leviable under the dumping clause regulation) should be carefully considered, and the full amount of such duty should be added before prices are put into competition with Canadian prices."

2. DENATURED ALCOHOL. "Whereas the United States gov-

ernment have passed an act for the withdrawal from bond, tax free, of denatured alcohol, to take effect January

1, 1907; "And whereas, certain European countries have enacted similar legislation

"And whereas, Canada is particularly suited for the manufacture of both

grain and wood alcohol; "Therefore be it resolved, that the Canadian government is requested to consider carefully the regulations regarding the uses and cost of denatured alcohol in foreign countries, and to so adjust Canadian regulations that Canadian industries shall not be placed to any disadvantage.'

# 3. STEEL SHIPBUILDING.

This resolution has been approved of by the Halifax board of trade and by the Nova Scotia branch of the Canadian Manufacturers Association.

"Whereas, this board considers it not only desirable but essential that Canada should have well-equipped shipbuilding yards, so that she should not be dependent upon foreign, or even British builders for the maintenance of her mercantile marine; "That proof of the decadence of this

industry is furnished by the fact that, while the eater-borne commerce of the country during the last thirty years has increased from \$217,000,000 to \$475,000,000, the aggregate tonnage of vessels registered in Canada during the same period has decreased from 1,158,363 tons to 672,838 tons;

"That the new vessels built in Canada during the year 1874 aggregated 190, 765 tons, while last year the new ton-nage only aggregated 18,554 tons, or less than one-tenth the tonnage built thirty years ago;

"That the foregoing statements prove that Canada is steadily losing control of her own carrying trade, and that her builders are unable to compete with the highly-developed yards of other countries

"That nearly all other countries have found it necessary to grant financial aid to their own builders in order to secure a share of their own carrying trade, and that such aid has, in most cases enabled them to build up wellquippe ed shipbuilding plants that are able to compete with foreign now builders;



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"That an effort should now be made to recussitate this industry, which would provide skilled labor for the artisans, keep in the country the enormous sums paid out in freights, and enable Canada again to take her place as an important maritime power; "Therefore resolved, that we hereby

urge the Dominion government to take up this important question during the approaching session of parliament and grant such adequate bounty on tonnage launched in Canada during a term of years as would place our builders on an equality with their chief com- SMYTH, HARDY & CO., of Galgary, petitors elsewhere."

All of which is respectfully submit ted.

> W. K. MCNAUGHT, Chairman J. F. M. STEWART, Secretary.

## TUBERCULOSIS,

The following are the new regulations "Flashlights on Human Nature," relating to tuberculosis

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