

quicken to the point of prosperity our agricultural and other markets. Then, we must acquire the shipping tonnage; it must be built in wood or steel within our borders. This may be the last argument towards bonusing the steel shipbuilding industry here, and its inauguration and development in the national well being. At all events, we are hopeful that another, and that a most potent remedy, too, has been found against the stagnation which has attained these Maritime Provinces in the last forty years. And activity of any sort, commercially, is bound to help agriculture.—A. E. Burke, in *The Farmers' Advocate*, Feb. 20th, 1908.

NATIONAL ASSOCIATION OF MARINE ENGINEERS OF CANADA.

Vancouver, British Columbia,

March 9, 1908.

ALEX. G. BAILLIE, ESQ.,
Port Hastings, C. B.

DEAR SIR:—

The following resolution was passed at a meeting of the National Association of Marine Engineers of Canada, held in Vancouver, B. C., re the Norwegian shipping question.

It was moved, seconded and carried unanimously that a hearty vote of thanks be tendered to Mr. Alex. G. Baillie for the active part he has taken in bringing about a change whereby a Canadian can make a living again in his own country and not have the humiliation of **seeing his ships rot at anchor** while the foreigner takes his trade away.

Yours respectfully,

JOHN McMAHON,
Secretary.