

those of iron and steel, and their varied products. The change in base of supply respecting such commodities has been radical within the last few years, and as much as we may sympathise with the British producer yet it seems impossible for the conditions which exist in the Welsh and other iron and steel centres in Great Britain, to meet the competition from the United States, so far at least as this market is concerned. I do not see that there is any hope in the near future of the British market again being the base of supply for the many iron and steel commodities which they have heretofore supplied us with.

No better illustration of the existing conditions need be cited than the fact that several thousand tons of steel ship plates were shipped from the United States through this country, to the best ship-builders in Belfast and on the Clyde last summer, and appear to have given satisfaction to the purchasers.

CITY

My desire is to co-operate with the city authorities to the utmost extent, in all questions relating to the development of our city, and to cultivate the kindly feeling which has existed in the past between the Board of Trade and the City Council.

I cannot but express what must be the feelings of many, that this city, with a great future before it, has as yet an unfinished and incomplete appearance. In some respects the city might be considered to be in need of general repairs. Our rapid growth necessitated a class of public works which were of an inefficient and temporary character, necessitating at the present time extensive renewals.

I am not convinced that we have given the question of permanent works, such as a trunk sewer, improved source of supply for our water-works, permanent street paving and sidewalks, etc., that careful consideration by which we should be able to arrive at a *definite* policy as to what course we should pursue. The word we hear too frequently in this connection at the present time, is "cheap." This is to be regretted, for I predict that in a short time we will see the error that has been made and the amount of money that has been wasted in works of a temporary character, and it will all have to be done over again.

With the return of prosperity let us hesitate and consider whether it would not be better to put down pavements and sidewalks of a more durable character, which in the long run would be more economical.

An ideal form of city government would be by a commission. We could not likely acquire this at a single stride, yet it seems to me that the feeling will grow that this city should be able to operate under a special charter, and that we are entitled to have a charter. I do not anticipate that greater interest will be taken in civic affairs under the existing general municipal law by which we operate our civic affairs.

A city of this size has interests of its own which are not common to smaller places, legislation in connection with which we should be able to control without mixing it up yearly with the hundreds of questions which have to run the gauntlet of the local government of this province.

The question of taxation on personalty as it exists at the present time, as compared with the way it is regulated in Montreal and other places, is a most serious drawback. By way of illustration I think all are prepared to admit that if the money which is on deposit in our loan societies and banks were invested in mercantile and industrial enterprises, it would be better for the prosperity of this city. At the present