

The great newspapers that use so largely paper made from pulp;
The users of pine lumber in New York, New England and the treeless states of both east and west;

The transportation interests that derive income from Canadian lumber carriage, making quite 100,000 carloads yearly;

The advocates of a freer exchange and those who recognize sawed forest products and pulp as raw material:

All these interests and more would co-operate in the effort for free lumber and pulp

In view of existing circumstances it is therefore urged that an announcement be made to parliament by the Prime Minister that the government possess the power, by order-in-council, to apply an export duty on logs, pulpwood and other forest products going out of Canada, and that it be done without debate.

It is suggested that this announcement be coupled with the statement that the government could not consistently apply an export duty on logs taken out the past winter and now in process of delivery to the United States, but that on next winter's output with so ample a notice no injustice would thereby be done.

This would have the effect of leading many people in the United States to favorably compare their proposed inconsiderate legislation with the conciliatory moderation of the Canadian Government.

It would prevent the application of their retaliatory clause at least until 1898, the earliest time our export duty would come into effect, and would, I believe, in the meantime, with the present Senate at Washington, lead to lumber and pulp being made and continued free of duty.

The freedom of Canals from Lake Erie to Montreal is a step which appears to me our government may now take. It would indicate the desire of Canadians for the continued free exchange of forest and other natural products of the two countries.

It would benefit the great grain producing states of the west whose products pass through the river and lake ports of New York and the New England States, and the railways and canals of these Eastern States would in consequence enjoy greatly increased traffic. These states would thereby become valuable allies of Canada in every effort for honorable and equitable exchange.

The advantage to Canada of the traffic that would be drawn from American channels to that route would, of itself, be very profitable.

New York is expending many millions in the rapid enlargement of the Erie Canal which, once completed, will add to the difficulty of drawing traffic to the St. Lawrence route.

If New York can afford the expenditure and give free canals, Canada can ill afford to do otherwise. It would add immensely to the number of lake and river boats, elevators and transfers that would be profitably engaged. It would cheapen ocean tonnage on the great staples of Canada by the greater number of ocean ships to and from Canadian ports.