

closely allied thereto, but would suggest that other great industries,—woolen, cotton, iron, steel, etc.,—would be equally or more affected by this Treaty. The proposal that we should practically open the vast coasting trade of our long sea coast and lakes (worth thirtyfold more than our foreign commerce) to Canadian vessels, is an amazing sample of reciprocity. The offer of equal navigation of the Canadian canals, in return for the use of our much longer and more important like water courses, is its fit companion:—especially when we consider that the canals and railroads of the Dominion are dependent on our traffic to pay their expenses, while ours are crowded with our own products. But we leave these and other questions to others, with only this word of suggestive comment. Our task has been to present statistics, reasons and arguments, to show the injustice and injury of this misnamed "Reciprocity Treaty" to the great industry we represent. Believing fully in the justice of our cause, we close our memorial by an earnest, united and respectful remonstrance against the consummation of this Treaty, and would express the hope that its rejection by the Senate may be prompt and decided.

JOHN S. ESTABROOK, East Saginaw, Michigan, Chairman.

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*Special Memorial Committee of National Association of Lumbermen.*

December 1st, 1874.