

DOMINION PARLIAMENT. SECOND SESSION—FOURTH PARLIAMENT.

HOUSE OF COMMONS.

Mr. ANGLIN continued his speech on the tariff.

Mr. GALT gave a number of facts to prove the revival of industry under the National Policy.

Mr. MILLS spoke in opposition to the tariff until 1930.

Sir RICHARD CARTWRIGHT followed, reiterating the assertions made in his previous speech.

He announced that on a future occasion he would discuss the fall of the expenditure on the Pacific railway in British Columbia.

Mr. GALT replied that the road had been built from the east coast to the mountains.

He contended that many expenditures undertaken by the present Government would not be justified.

He held that the Government responsible for the deficits which had occurred during the existence of the late Government.

Under the National Policy, the revenue was decreasing. At all events, it should decrease.

It was not decreasing, then, the National Policy was not preventing importations.

Mr. GALT was paying more for his sugar than under the old tariff.

Mr. GALT said his calculation being that, compared with the tariff in New York, the tariff in Canada was on an average \$3 higher.

He denied that he was charged by the Minister of Railways to make a report on the tariff.

He took the opportunity, when that gentleman was in his place, to explain the position in the House of Commons.

He did not object to Sir Francis Hicks' position in the Cabinet, because he wanted to be in the Cabinet.

He was not in the Cabinet because he was not recognized as a representative of the Reform party.

Sir LEONARD TILLEY said that if the Speaker had attained such a high position for ability in the country as to warrant him in speaking in mooring terms of any of the (Sir) GALT, he would have himself as great a failure in anything he had undertaken as had the gentleman.

He might have submitted to the important question which that gentleman was putting forward in his reply to the Budget.

But language such as that which that gentleman used was entirely unwarranted, and well, indeed, did deserve the censure which he received afterwards from the hon. Minister of Railways.

He said that he had not intended to do anything to call the hon. gentleman a renegade.

Mr. GALT said that because the strength of the Government depended on the fact that people knew the hon. gentleman was a renegade.

He said that the hon. gentleman was a renegade because he had not supported the National Policy.

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NOVA SCOTIA LEGISLATURE.

Lieutenant-Governor Archibald's Speech at the Prorogation.

The Finance of the Province.

HALIFAX, N.S., April 10.—The Local Legislature was prorogued to-day.

The Government passed a resolution in the Assembly empowering the Governor to borrow a million of dollars, if required, for public services.

Dr. Campbell's resolution, in favour of the Confederation, did not receive any attention, his motion being favour of the Confederation.

Following is Lieutenant-Governor Archibald's speech:—

Mr. President and Hon. Gentlemen of the Legislature:—

I give you pleasure to relieve you from the legislative duties of the session.

Mr. Speaker and Gentlemen of the House of Assembly:—

I have to thank you for the provision you have voted for the publication of the year. The funds which have been placed at my disposal for the year have been most liberally granted.

Among the most important of these are the Act for the relief of the Confederation, and the Act for the relief of the Confederation.

Mr. Speaker and Gentlemen of the House of Assembly:—

The Act which has been passed during this session will, no doubt, prove to be beneficial, both to the public and to the Government.

Among the most important of these are the Act for the relief of the Confederation, and the Act for the relief of the Confederation.

Mr. Speaker and Gentlemen of the House of Assembly:—

I have every reason to believe that the application will be favourably received, and that it will result in the relief of the Confederation.

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TRADE WITH BRAZIL.

An interesting Letter from Mr. Bentley, the Brazilian Consul.

Useful Hints for Canadian Merchants.

The Imports and Exports of Brazil—What Canadian Merchants Should Know.

The following letter has been addressed to the Dominion Premier by Mr. Bentley, the Brazilian Consul in Canada:—

Knowing the interest your Government takes in the promotion of the direct trade between Canada, Brazil, and the South American Republics, I propose to place before you a few facts and figures, more especially connected with the trade of Brazil, which may be of some assistance to the people of Canada in the development of more intimate commercial relations with that empire, and this is the more necessary, as the trade being comparatively new, it is imperative that it should be directed as the commencement of the proper channel, otherwise, through ignorance of the requirements of each country, shipments might be made which would result in disappointment and possible loss.

We may start with the broad fact that Brazil is dependent on foreign countries for the greater part of her requirements of life. These countries are, however, on the other hand, she consumes large quantities of articles which are products of the soil and the mines of her own country, and it appears to me that it is only necessary to bring these two facts before the public, and to show the advantages to be derived by the interest of the third party, to open up a good and lucrative trade, which will alike be of lasting benefit to both countries.

It might be well here to describe the route of the proposed steamship line, leaving Canada the first step would be at Saint Charles, in the West Indies, the great distributing point in that region, whence, in conjunction with the Royal Mail Steam Packet Company, mails and merchandise would be forwarded to the various islands, to British Guiana, and other countries of Central America, and by way of Panama to Peru, Bolivia, and Chile on the Pacific Coast.

From the first port touched would be either Para or Maranhon on the Brazilian coast, and going south, the steamer would call at Rio de Janeiro, Macao, Bahia, and Rio de Janeiro in the order named, where agents would communicate with the various companies for the import of goods, and the export of the products of the soil and the mines of the country.

From Para the steamer would call at Pernambuco, where agents would communicate with the various companies for the import of goods, and the export of the products of the soil and the mines of the country.

From Pernambuco the steamer would call at Bahia, where agents would communicate with the various companies for the import of goods, and the export of the products of the soil and the mines of the country.

From Bahia the steamer would call at Rio de Janeiro, where agents would communicate with the various companies for the import of goods, and the export of the products of the soil and the mines of the country.

From Rio de Janeiro the steamer would call at Macao, Bahia, and Rio de Janeiro in the order named, where agents would communicate with the various companies for the import of goods, and the export of the products of the soil and the mines of the country.

From Macao, which is only 120 miles south of Pernambuco, are received the same articles from the Republics of Argentina and Uruguay. It might be useful to mention the different exports of the above ports.

From Para the chief export is india-rubber, but cocoa, nuts, hides, tannin and guinea bark are received. From Maranhon are received sugar, coffee and hides. From Pernambuco sugar, cotton, hides, diamonds, rosewood and other hardwoods, brazil wood, coffee, and tannin. From Bahia, besides the above, are received, from ports south of Rio de Janeiro there are received wool, hides, horns, hair, &c. From Rio de Janeiro, besides the above, are received, from ports south of Rio de Janeiro there are received wool, hides, horns, hair, &c.

In going over the importation into Canada of articles which Brazil produces, I find that while the imports are large and of great value, the exports are small, and it is only necessary to mention that practically a very small percentage comes from the country of the South American Republics.

It is reasonable to suppose that the shippers and merchants of this country, by the opening up of the direct trade with Brazil, and forwarding on this merchandise with care and promptness, by direct communication, would be saved to both countries.

THE COURSE OF TRADE.

The following table will show at a glance the course of the trade in these articles:—

Table showing trade statistics for Brazil, including imports and exports for various years.

Imports. Brazil, \$42,968,973. British West Indies, \$6,477,000. French West Indies, \$2,876,903. Danish West Indies, \$234,394. Argentine, \$4,948,016. Uruguay, \$2,437,102.

Exports. Brazil, \$8,866,704. British West Indies, \$7,906,401. French West Indies, \$1,900,065. Danish West Indies, \$689,777. Argentine, \$1,262,109. Uruguay, \$1,093,432.

It is to be regretted that it is impossible to give a full and complete account of the trade between Canada and Brazil, as the statistics are not available.

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THE GREAT CHIEF.

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REPORT OF THE ENGINEER-IN-CHIEF.

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