

their expenditure, \$7,853,790; their debt, \$1,570,758; their imports from the United Kingdom, \$8,939,329; their imports from other countries, \$18,222,180; and their total imports, \$30,782,840. Their exports to the United Kingdom are \$18,035,410; to other countries, \$12,813,890; total exports, \$31,013,080. Their total trade amounts to \$61,795,920. These figures show that these Islands, though they are small, carry on a large trade with England and other countries, and that it would be worth while for us to extend our trade relations in their direction. It will now be proper to notice the distances of various points from these Islands, and to see especially whether we are nearer to or farther away from them than Liverpool is. The distance from Quebec to St. Thomas is 2,395 miles; from Halifax to St. Thomas, 1,584 miles; from St. John to St. Thomas, 1,616 miles; from Portland to St. Thomas, 1,541 miles; from New York to St. Thomas, 1,425 miles; from Southampton to St. Thomas, 3,622 miles. So that Halifax is nearer to the West Indies than any of those towns except New York, and there is not only a difference of 120 miles between New York and Halifax in that respect. Coming now to the foreign West Indies, we find that the Spanish Islands have a population of 2,250,000; the French Islands, 1,000,000; the Dutch and Danish Islands, 500,000; San Domingo, 700,000; or a total of 4,450,000. If we add to this the population of the British West Indies, which is 1,214,417, we have a total of 5,664,417. Going next to Brazil, we find that it is an immense country—the largest in the world except Russia. It has an area of 3,100,000 square miles; a population of 12,000,000; an army of 20,000 in time of peace, and 60,000 in time of war; a navy of 60 vessels, of which 17 are ironclads; and a naval force of 8,000 men. If we add together the population of the West Indies and the population of Brazil, we have a total population of 17,664,417. It seems to me that it is of great importance to a country like ours, whose population does not amount to 5,000,000, that we should trade with countries whose total population amounts to over 17,000,000. Now, let us see how the distance from Canada to Brazil compares with the distance from Brazil to England, the greatest rival of any country in America for the trade of Brazil. The distance between Liverpool and Rio Janeiro is 5,083 miles, while the distance between Halifax and Rio Janeiro is 4,677 miles, or 406 miles less. The distance from New York to Pernambuco, another town of Brazil, is 3,364 miles, and from Halifax, 3,331 miles, a difference in favor of Halifax of 33 miles. The distance from Quebec to Rio Janeiro is 5,415 miles, and from Montreal, 5,552 miles. Now, I will read a statement of the foreign trade of the Empire of Brazil, by Provinces, for the fiscal year ending 30th June, 1878. I am obliged to take that year, because I am sorry to say we have nothing in our Library, or in the Departments, to give any information about the trade of that country. Of course, the reason is that we are a colony; we have no consul or agent in Brazil, or in the West Indies, and we are not, consequently, informed as to the state of trade in those countries. The information I have, I have been obliged to obtain from the reports of consuls of the United States. They, of course, look after the interests of their own country. There are English consuls and *chargés d'affaires*, in Brazil; but, although they would defend our interests if they were threatened in any way, these officials would, of course, work for British interests against ours. Now, the imports and exports of Brazil for the year 1877-78, compiled from the Custom House reports of the Empire, were as follows:—

Province.	Imports.	Exports. ¹
Rio de Janeiro.....	\$44,739,649 00	\$46,499,620 50
Pernambuco.....	10,525,202 50	6,825,511 50
Bahia.....	10,245,294 00	8,226,030 00
Rio Grand do Sul.....	4,879,971 00	5,815,251 00
Para.....	4,002,591 00	7,244,127 50

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Maranhao.....	2,204,166 00	1,351,473 00
San Paulo.....	2,943,274 00	9,956,424 50
Parahiba.....	114,576 00	544,524 50
Ceara.....	1,015,172 00	977,994 00
Alagoas.....	229,174 50	1,854,975 00
Sergipe.....	18,295 50	1,078,540 00
Parana.....	103,489 00	1,068,607 00
Santa Catharina.....	396,965 50	201,206 50
Rio Grande do Norte.....	32,500 00	513,801 00
Espirito Santo.....	11,433 50	411,433 50
Piauhy.....	111,841 50	221,832 50
Amazonas.....	165,133 00	127,381 00
Mato Grosso.....	712,560 00	87,255 50

\$82,251,268 00 \$93,005,989 50

These figures show that there is room for our vessels to enter the ports of Brazil, and for our commercial men to trade there. I will now read a few figures, showing the imports of certain articles into Rio Janeiro in 1881, from a statement prepared, I believe, by the Consul General of Brazil, Mr. Bentley: The importations into Rio Janeiro alone were, of flour, 404,175 barrels; of codfish, 78,332 tubs; of beer, 33,465 cases and 9,442 barrels; of butter, 9,042 barrels and 38,492 cases; of kerosene, 254,055 cases; of lard, 76,171 tubs and 85 cases; of coal, 225,457 tons; of lumber: pine, from the Baltic, 14,545 dozens, from America, 8,168,490 feet; spruce, 13,449,470 feet. Besides these articles there are very large importations of potatoes and onions, cheese, and canned vegetables, fruits, &c.; also cottons and woollens, which almost entirely come from England. If we look into the statistics, we will find that, with the exception of codfish, we supply hardly anything to Brazil. I should explain that the currency of that country is the millreas which is worth about 47 cts. current exchange, but sometimes is worth as low as 37 cts. Before trading with a country, the first thing necessary to know is its Tariff, or the conditions under which trade can be carried on. The Tariff of Brazil may be summarized in the following remarks. The Brazilian Tariff divides the imports into thirty-six classes, under headings which make the study of commerce there somewhat difficult, and which are a source of annoyance to the importers and shippers of manufactured goods, particularly when the article is of a mixed material. I have here a statement of the Customs duties on articles that we ship to Brazil. In 1878, the duty on codfish was 10 reas per kilogramme, with 45 per cent. added; in 1879, that was raised 50 per cent., and, in 1880, it was again increased 50 per cent.; so that the duty on a tub of fish containing 128 lbs. net, the Portuguese quintal, amounts to 1-755 millreas or 86 cts. It takes about 6,000 reas to pay all expenses of transporting the fish from our shores and port dues, or \$2.70, so that a tub of fish from any port in Canada will cost the sender, in freight, shipping, port dues, and Customs dues, \$2.70 delivered in Rio de Janeiro. Now, the duty on flour is about 60 cts. per brl.; the duty on planks, 14x3x9, is \$3.10 per doz.; on Swedish deal and pitch pine, \$18 per doz., 14x3x9; on lumber, 5 cts. per foot; and on butter 10 cts. per lb. The total value of imports into Brazil, for 1877-78, was \$82,251,190, and the total duties on those imports, \$27,199,870, or about 33 per cent. The export duties are also considerable, the total exportation amounting to \$33,000,000, on which were collected \$7,000,000, or 7½ per cent. To these must be added interprovincial duties, \$411,000, and despatching duties, \$62,000, or a total of \$503,237. Let me add that, of the exports of Brazil, coffee is 60 per cent. of the whole; sugar comes next, 11 per cent.; tobacco, raw cotton, &c., comes next. These export and interprovincial duties are not the only expenses our shippers have to pay. I have two disbursement accounts of vessels which sail from Paspébiac to Brazil. In connection with this I may mention that while our vessels have to pay so high in Brazil, Brazilian vessels that come here have almost nothing to pay. The following are the bills. The