

short-sightedness of those who neglected this new opening because they had enough to do to supply home wants. Now is the time, said the Consul, to provide for the evil day which, in the natural course of things, must inevitably come; and Canadians ought to create a demand in the Brazilian market for their goods, and thus have it under their control when any slackness of demand may occur at home. Such, in substance, is the report of the speech of the Brazilian Consul. We fully recognize the ability of the Brazilian Consul which has been displayed in surmounting the obstacles which seemed to exist to the establishment of a line of steamers to ply between countries having hardly any trade with one another; and if he should succeed in inducing Canadian manufacturers to ship goods to Brazil, we shall be inclined to acknowledge him as the most accomplished wire-puller in the Dominion. The trade between Canada and Brazil has hitherto been less than one per cent. of the aggregate trade of the former, and the Canadian exports have been chiefly salt fish and lumber, which will necessarily continue to be exported, whether by the new line or otherwise, we cannot pretend to judge. It is, however, important now that exceptional efforts are being made to establish trade with Brazil to consider the nature of the trade carried on by the Brazilian Empire. The principal item in the list of exports is coffee, and the increase in the production of that article has been quite marvellous, the quantity exported having been 392,000 bags in 1830, and 2,980,000 bags, of the average weight of 120 lbs., in 1878. The value was estimated to be £8,701,950, while the total exports were £9,233,600. The exports to Great Britain in 1880 were £5,260,670, and the imports from Great Britain £6,681,726. Of these latter £3,498,688 were manufactured cottons. The other principal articles of British imports are iron, linen and woollen manufactures. The exports, besides coffee, are chiefly raw cotton and sugar. The customs duties are very heavy, averaging from 40 to 50 per cent. There is an inconvertible paper currency which would delight the heart of Mr. Wallace of Norfolk, as specie bears a premium of from 60 to 75 per cent., affording a far greater margin for plundering the public than existed in Canada in the time of the silver nuisance. Hitherto we have not imported raw cotton to any extent except from the United States. Our total imports of green coffee in 1881 were \$216,325, of which \$45,713, or about 20 per cent., came from Brazil. Even if the most sanguine expectations of the promoters of this highly subsidized trade should be

realized, it cannot be of much importance. We may at least draw some inference from the trade which the United States carries on with the Brazilian Empire, bearing in mind that the voyage from Baltimore to the South American ports is much shorter than from Montreal or even Halifax. The imports from Brazil into the United States were \$52,783,508, and the exports from the United States to Brazil were \$9,252,415. This is not surprising. The people of the United States are large consumers of coffee, which is the Brazilian staple, and the value of the total imports of that article are very considerable. If Canadians used coffee in the same proportion the imports should be from 5 to 6 millions, whereas they were little over \$200,000. Possibly the Brazilian Consul may effect a complete change in the habits of the people.

We have noticed the very disproportionate amount of the United States exports to Brazil. That is easily accounted for. The chief imports into Brazil are cottons, iron and woollens. The United States would have to compete with Great Britain in the Brazilian market for the supply of those goods, and so will the Canadian manufacturers, who are being encouraged by the Brazilian Consul to establish themselves there in order that they may have it for their sacrifice market, when the evil day comes in the natural course of things. One thing we apprehend is tolerably clear, and our manufacturers are far too clear-sighted not to be fully aware of it; if they can compete with Great Britain and the United States in the Brazilian markets on equal terms then they cannot require a protection of 30 per cent. in their own markets. We shall shortly have an opportunity of judging to what extent the Canadian manufacturers will ship goods to Brazil. We believe that a few sewing machines will be the chief exports of manufactures.

We are not aware whether the North American Steamship line between Brazil and New York still enjoys the subsidy of \$100,000, but we learn from the American almanac for 1882 that there are no less than 18 lines of steam vessels receiving annual subsidies from the State to the amount of \$750,000, besides the North American line to New York. It would be interesting to learn whether corresponding subsidies are given by the countries to which these steamers run.

Mr. Bentley's speech was, of course, the principal one at the entertainment. Mr. Andrew Robertson predicted that the "Ville de Para" would be the precursor of a long line of ships in the same trade, but he gave no data whatever for his

opinion. The Consul General of France, the Comte de Sesmaisons, spread himself a good deal on the intimate relations which are being established between France and her old colony, that she has not yet admitted into the rank of the most favored nations, side by side with her beloved Turkey, which has long enjoyed that privilege. The Count, however, made quite a free-trade speech, pointing out the importance of nations exchanging their products with one another. We find nothing in the speech of the Consul-General bearing on the trade between Canada and Brazil or even with France.

There is one point that we do not yet clearly understand, which is, the special advantages to be realized by shippers by the new line to which the Consul referred. We can readily understand the absolute necessity of granting liberal subsidies to a line which has so little prospect of remunerative traffic, but we presume that the subsidies are not sufficient to enable the ship owners to dispense with the current rates of freight. The length of the voyage by the St. Lawrence to the Southern ports has always been a drawback, and Baltimore has been able to compete successfully with New York for the West Indian trade. We shall only be too happy to find that the unfavorable view which we cannot help taking of this new enterprise is a mistaken one, but we have at all events stated plainly the grounds on which it has been based.

IMPROVED LIGHTING.

We have elsewhere published an account given by the New York *Herald* of the successful lighting by Edison's incandescent electric lamps of a considerable district in New York, and we propose further to draw attention to the success which has attended similar efforts in England. A Mr. Crookes who resides in Kensington Park Gardens has given, in a letter to the *Times*, the result of his own experience, which is that, even when heavily handicapped by unnecessary charges, electricity is cheaper than gas, and that when the extraordinary charges are obviated by better conditions of machinery, or are distributed among a large number of users, it would seem as if there could be no question of the pecuniary saving likely to result from the probably impending change in our accepted method of house lighting. Mr. Crookes' letter has naturally led to comments, and it is pointed out that hitherto gas has been very imperfectly applied. It is to be feared that the monopoly which the gas companies have enjoyed in Canada