a fraction above 10 per. cent.; in 1898 but 7 per cent., and in 1901 about 9 per cent.

An examination of the list of United States purchases from Central and South America, seems to increase the anomaly presented by their small purchases from that country. Of Brazil it is by far the largest customer in her chief articles of export—coffee and rubber—while from Argentina and Chili purchases of wool and hides are also heavy; and for the tropical products of other countries of South America—sugar, spices, fruits, dyewoods, cabinet woods, textiles and chemicals—the United States offers a constant and rapidly increasing market. From the countries of South America the United States in 1901 purchased goods valued at $110,329,667, while her sales to them in that year were but $44,770,888.

A study of the map of the world seems to offer a partial explanation of the anomolous conditions with reference to the trade of all the countries lying south of the easternmost point of South America. The commerce of the world reaching Brazil (south of the Amazon), Uruguay, Paraguay and Argentina, on the Atlantic Coast, and Chili, Peru, Ecuador and the interior state of Bolivia, on the west, must reach them by water, and their sales of other parts of the world also go by water. It will be seen that the markets of Europe are practically as near to all South America fronting on the Atlantic and Pacific as those of the United States. An examination of the map, and of the distances actually travelled by the great steamships following the usual course of commerce sustains this assertion. The easternmost point of South America extends 2,600 miles farther east than New York, and the sailing distance from that point to New York is actually greater than to the cities of Southern Europe, and but slightly less than to the commercial cities of England and Germany. This fact alone places the United States upon an equal footing with Europe in the matter of distance, but in view of the fact that nearly all of the steamship lines entering South American ports are controlled by European capital and European interests, it is not surprising that a large share of the commerce of those countries should be diverted to Europe. Naturally, a considerable share of their exports go direct to Europe, and to that extent it would be quite reasonable to expect that their purchase would be from that part of the world.

The fact that exports from the United States to Europe greatly exceed her imports from Europe makes it practicable for the vessels which bring the rubber, coffee, hides and wool of South America to the United States to readily load at her ports with grain or provisions for Europe, and there load again with goods for the South American markets, thus making the tour of the triangle of which the line from New York to Liverpool forms the base, and the ports of Brazil and Argentina the apex. That this should occur under ordinary conditions would not be surprising, and that it should occur with lines of steamships controlled almost exclusively in the interests of European capital and European trade is to be expected. Added to this is the lack of banking and business facilities for direct intercommunication with the United States, neglect of American merchants closely to study the trade methods and requirements of the countries in question, the absence of direct solicitation of trade in the language of the country where business is sought, all of which are valuable aids in increasing the commercial relationship, and especially in increasing sales to the countries in question.

The values of Canada's imports from and exports to these southern countries in 1900, whose trade the United States is trying so hard to cultivate, is shown in the following :—

Countries.	Imports.		Exports.	
	Value.	Per cent.	Value.	Per cent.
British Guiana	$85,306	0.04	$282,161	0.15
British West Indies	878,617	0.46	1,698,957	0.89
Mexico	57,294	0.03	149,590	0.08
Central American States	48,112	0.02	25,554	0.01
Argentine Republic	571,269	0.30	473,395	0.25
Brazil	231,358	0.12	480,406	0.25
Chili	28,185	0.01	61,118	0.03
Peru	173	....	22,871	0.01
Colombia	3,935	....	39,060	0.02
Uruguay	22,016	0.01	50,458	0.03
Venezuela	68,291	0.04	21,298	0.01
Totals	$1,994,556	1.03	$3,304,868	1.73

The total value of imports into Canada in 1900 was $189,622,513, and of exports $191,894,723.

The values of Canada's imports from and exports to other countries in 1900, where the trade exceeded one million dollars, was as below :—

Countries.	Imports.		Exports.	
	Value.	Per cent.	Value.	Per cent.
Great Britain	$45,472,294	23.98	$107,736,368	56.14
United States	116,972,554	61.69	68,619,023	35.76
Germany	8,706,641	4.59	1,715,903	0.89
France	4,464,938	2.35	1,374,770	0.72
Belgium	3,301,751	1.74	1,197,798	0.62
British East Indies	1,318,673	0.70	41,568	0.02
British Africa	87,905	0.05	1,204,365	0.63
Newfoundland	660,230	0.35	2,144,720	1.12
Japan	1,762,534	0.93	112,308	0.06
Australasia	660,411	0.35	1,653,173	0.87
Totals	$183,407,931	96.73	$185,799,996	96.83

With the 11 countries enumerated in the first statement we do only 1 per cent. of our import business, and less than 2 per cent. of our export business, while with the 10 countries enumerated in the second statement we do more than 96 per cent. of both import and export business.

COMMERCIAL CONVENTIONS.

In December, 1899, President McKinley transmitted to the United States Senate, for its advice and consent, five commercial conventions signed by the respective plenipotentiaries of the United States and Great Britain as follows :—For the colonies of Barbados, British Guiana, Turks and Caicos islands, Jamaica and Bermuda, from which the injunction of secrecy has been removed. These conventions were signed on the part of the United States by virtue of the authority conferred by an Act of Congress, approved July 24, 1897, and are signed by John A. Kasson, on behalf of the United States, and Reginald Tower, on behalf of Great Britain. These conventions are substantially, though not absolutely, alike as regards all the colonies alluded to. Canada's import and export trade with the British West India islands in 1900 were valued at more than $2,500,000, and as that trade may be more or less affected by these conventions, it is interesting to know the character of them. We illustrate with that for Barbados.

The following articles, the product of the soil or industry of Barbados imported into the United States, shall be admitted at a reduction of 12½ per cent. on the rates of duty as provided in the Tariff Act of the United States, approved July 24, 1897, viz., cane sugar and molasses, fresh fruit, fresh vegetables and asphalt. This is the full extent of the benefit Barbados gets out of the deal.